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WOES OF A YOUNG WIFE.

ALLEGED DESERTION BY
HUSBAND.
RESORT TO A RAZOR.

The matrimonial troubles of a young Chinese couple were aired in Mr. A. W. G. H. Grantham's Court this morning when a woman named Chan Wai-man, alias Chau Chan Shi, summoned her husband, Chau Kee-lin, for alleged desertion.

Mr. M. K. Lo, appeared for the wife, whilst the husband was represented by Mr. F. X. d'Almada, sen.

In presenting the wife's case, Mr. Lo said that in order to give the defence notice of the line his attack would take, he had stated in the information, when taking out the summons that the desertion started on July 16, 1928, and had continued up to the present time.

A Ruling Wanted.

Mr. Lo said that he proposed to open his case rather at length because he thought that it was seldom that his Worship could have had before him elements of such callousness and absence of humanitarian feelings on the part of a husband as in this case. He thought that it was about time that a Court gave a ruling on the status of a married woman and, in particular, the rights of a man to take any woman to the house and call her a concubine.

He said that the complainant, who was now 22 years of age, married the defendant at the age of 18, and as he did not think Mr. d'Almada would deny that she married the defendant as his "kit fat" wife, he would not prove that Mr. d'Almada agreed that complainant was defendant's "kit fat" wife.

Married in Canton.

Proceeding, Mr. Lo said that the marriage took place in Canton on December 15, 1926. The following year the family came to Hong Kong and lived in a house in Des Voeux Road West with the defendant's parents.

In the 7th moon of that year (about August, 1927), the defendant's father died and left him a great deal of money, besides a firm in Hong Kong and property in Canton and Penang.

Mr. Lo said that he was mentioning this merely to show that defendant was not a man of absolutely no money, but rather one of means, and if he had wanted to he could have done something for his wife.

Attitude Becomes Worse.

In the 9th moon, the defendant moved, with his mother, to a house in Queen's Road West. About this time the complainant's father, who had been a business man of some substance in Canton, failed. He went to Shanghai, where he died in the 7th moon of last year, and since then the defendant's attitude toward his wife became worse.

After the marriage, the couple got on as well as could be expected. They tolerated each other, and there was nothing to ruffle their matrimonial sea. But soon after the death of defendant's father, defendant was practically never at home. He went out to dinner every night and returned home at different hours, only to sleep it off, when he would go away again.

Continuous Misery.

In the circumstances it could be seen that the wife's life was a continuous misery. To make things worse, during the rare moments when the defendant disdained to notice her presence in the house, he would scold and swear at her and beat her, and generally show her that she was a superfluous person on earth, and she might as well die.

Mr. Lo said that in the 11th moon, a cat was missing from the house. It was a matter of no importance and would not have caused undue trouble in any ordinary household, but the defendant chose to think that his wife was the keeper of cats and scolded her "Tried to Throttle Her."

When she replied that the animal had four legs and could move about, he got into his usual bad temper and abused her, using foul language. He ended up by slapping her face and tried to throttle her. Complainant tried to run away, but defendant chased her about and kept maltreating her until his own mother intervened. There were two smaller incidents.

UNREST IN INDIA CONTINUES.

BATCHES OF VOLUNTEERS
MARCH ON UNTADI CAMP.
JAIL FOR AMBALA PATEL.

Dharasana, Yesterday. Batches of Congress volunteers are still converging at Untadi camp. Fifty-two were arrested to-day, whilst Ambalal Patel was sentenced to six months' rigorous imprisonment. He is not related to the ex-Speaker Patel, the present leader of the civil disobedience movement, who is now in Rawalpindi investigating the recent troubles at Peshawar.—Reuter.

What The Lords Think.

Rugby, Yesterday. In the House of Lords, Lord Peel called for a statement on the situation in India. Full support should, he said, be given to the Government of India to crush and end the disorders, which appear to be organised from a common centre. He suggested that instead of arresting the leaders in the particular disturbances it was better to strike at the centres of disturbance—the Congress Committee themselves, and that greater effort be made to counter the flood of misrepresentation of British policy in the Press.

Lord Reading said that what was new and serious about the present



Lord Reading.

disturbances was the evidence that an organisation of civil disobedience had been set up. Civil disobedience could not be tolerated and the Government must put forth all the weapons at its command to break it. Earl Russell, Under-Secretary for India, having surveyed the situation in various centres, said that there was no question of the loyalty of the Indian Army, and he paid a tribute to the work of the Indian Police, who frequently were pelted by brickbats, insulted, and not allowed to protect themselves except in the last resort. The Government had shown the utmost limit of forbearance in quelling the disorders and had resorted to firearms only when conditions made it absolutely necessary.

Lord Russell paid a tribute to the Viceroy, who had shown immense patience and had done nothing that could be regarded as provocative. The Government had assured him of their full and unstinted support.—British Wireless Service.

Earlier messages stated:

Ambalal Patel in charge of the Civil Disobedience campaign was arrested with the first batch of 21 out of 225 volunteers arrested during the salt raid on May 16 and sentenced to a month's rigorous imprisonment.

On the ground that it was used for non-agricultural purposes, the Government declared as forfeited the land on which the Untadi camp which the Gandhites again occupied since the police action on May 22. The police again raided the camp, ejected the occupants and demolished their huts.

at this happening and one of them, Ali Shu, the prosecution had succeeded in tracing and hoped that she would be available as a witness.

Proceeding to give another instance of alleged cruelty on the part of the husband, Mr. Lo said that in the 2nd moon of 1928, the family moved to Hee Kwong Terrace and about the same time defendant left the Colony for a month or so.

BRIDES FOR SALE.

Man Who Sold His Own Children.

A FARMER SWINDLED.

How a farmer's quest for a wife led to his being swindled out of a sum of \$200 was related to Mr. A. W. G. H. Grantham this morning when an elderly Chinese named Lau Fook was charged with obtaining that sum of money by false pretences.

The farmer, Cheung Fook-kam, who lives in Tai Sui Hang village, Shatin, told the Court that he confided to a male go-between at Tai-po, on May 12, that he would like to take a wife. Wong On, the go-between, promised to help him.

Wong On approached the accused and the latter was willing to let his 20-year-old daughter marry the complainant if he would pay \$200 for her. Complainant was told the price asked for the girl, and agreed to pay it.

"He Liked The Girl."

Accordingly a meeting of the parties was arranged for the afternoon of May 17 at the Kowloon Railway station. After seeing the girl, the complainant said that he liked the girl and she also expressed her willingness to become his wife.

All then adjourned to the Sai Nam boarding house in Connaught Road Central where the complainant handed over the \$200. The girl took \$160 of the money and her father (accused) took the other \$140. Then accused told the complainant that he would take the girl out to buy her some jewellery and clothing. They would return to the boarding house at 8 p.m., when the girl would stay with complainant and return to his home with him the following morning.

Neither returned. Complainant said he had not seen the girl since the meeting on the 17th. The accused saw again on the 26th, in custody at the Tai-po Police Station, and preferred the charge against him.

Wong On, the go-between gave corroborative evidence.

"Ignorant" of Transaction.

Accused's statement was that he did not know what transaction the complainant had with his daughter who had stayed with him (complainant) for three nights after which complainant gave her some money. He alleged that the man Wong On knew no more of the matter than he (accused) did. The whole thing had been between complainant and his (accused's) daughter, and no one else was concerned.

The Magistrate convicted and inquired if there was anything previously known against the accused.

Kidnapped Own Daughter.

Sub-inspector Smith said that had not been convicted before, but on the 26th he was arrested for the kidnapping of an eight-year-old girl at Tai-po. The girl turned out to be the accused's younger daughter whom he had sold as a "sam po chai" (little bride). Apparently, after receiving money for the sale of the girl, he had taken her away to sell her again.

This case was referred to the S.C.A., but it was decided not to charge the accused. Then the complainant, who had heard of accused's arrest, laid information which led to his being charged. In view of the two cases the S.C.A. was of the opinion that the accused was making a living by fraudulently trafficking in his own children.

Previously the accused had been a Police searcher at the water front, but was dismissed. The reason was not stated in the record. He was at present unemployed and living in Tai-po.

The Sentence. The Magistrate imposed a fine of \$250 or four months' hard labour, and ordered that \$70 found on the accused be handed over to the complainant.

HOLLOW IN A WALL.

Opium Traffic Offender
Run to Earth.

A Chinese living at 8, Lower Lascar Row was to-day charged before Mr. R. E. Lindell with the unlawful possession of 34 taels of prepared opium. He admitted the offence.

Revenue Officer Grimmitt said that he and some Chinese foks had discovered the opium hidden in a hollow in a wall. They had to remove some bricks to get at the drug.

The Magistrate imposed a fine of \$4,000 or eight months' hard labour.

MORO BATTLE.

Fortress of Sultan
Stormed.

OUTLAW DEFIANCE.

Manila, To-day.

The severest Moro battle since the American occupation of the Philippines is taking place in the Lanao Province of Mindanao.

Ninety constabulary men are storming the fortress of Sultan Ganassi, a recalcitrant Moro chieftain, who is strongly entrenched. His supporters, the number of whom is not known, armed with native weapons and home made gunpowder, succeeded in holding out for eight hours against machine guns, trench mortars, and tear bombs.

The constabulary forces retired at night fall, and are waiting for sunrise to renew their attack.

The offensive was undertaken by Colonel Luther Stevens, Pro-

STOP PRESS

Rome, Yesterday.

The Chamber has adopted the Naval Estimates totalling 1,476,000,000 lire, being 240,000,000 over last year's Estimates owing to increased pay and spending 192,000,000 lire on reconstruction work. A sum of 600,000,000 lire is now set aside for new construction in 1930. Global tonnage does not greatly differ from that of 1929, the preponderance being given to submarines.—Reuter.

Brisbane, Yesterday. Miss Amy Johnson has arrived unhurt after her crash.—Reuter.

vincial Commander of Mindanao, and Sulu constabulary, who are enlisting seasoned veterans, both native and American, being determined to extinguish outlaw defiance.

An Ultimatum Ignored.

Governor John J. Heffington, of Lanao Province, issued a three-day ultimatum, which was not answered—hence an attack was directly ordered by General Charles E. Natorst, Chief of Constabulary, with the sanction of Governor-General Davis.

Sultan Maamur, whose former resistance in another stronghold was previously responsible for the death of five constabulary men and ten Moros, besides injuries to nine other constabulary men, is known to be occupying Sultan Ganassi's cotta in the present attack and joining forces.

Several casualties in the present engagement are obscurely reported, but not confirmed owing to the lack of communications.—Reuter.

SOME SHOWERS.

The Royal Observatory's weather report to-day states:

A depression is central over the Gulf of Tongking. The typhoon is about 150 miles East of Basco, moving East.

Forecast:—East winds, moderate; fair generally; some showers.

The American Consulate-General has received the following typhoon warning from the Manila Observatory:—

Yesterday, 6.30 p.m.—Cyclone or typhoon near or over Balintang Channel, moving East.

To-day 10 a.m.—Cyclone or Typhoon E. of Balintang Channel, moving E.N.E.

Rainfall:—Rainfall to 10 a.m. to-day 0.01 inch. Rainfall since January 1, 1917, inches against an average of 22.34 inches.

Temperature and Humidity:—The temperature and humidity at certain specified centres this morning at 6 o'clock were:

	Temp.	Humid.
Hong Kong	77	86
Macao	78	86
Pratas Island	78	75
Manila	76	96
Amoy	72	82
Swatow	73	81
Chefoo	66	84
Shanghai	42	100

"BOBBY'S" LUCKY DAY.

AMERICA'S BID FOR GOLF CROWN.

ROGER WETHERED WINS.

America, headed by the incomparable Bobby Jones, is making a tremendous bid for the British Amateur Golf Championship. Yesterday Jones defeated Cyril Tolley (once again) in what is described as an "epic conflict" and America has four men left in the last eight, including Francis Ouimet, who is now getting to the veteran stage, and George von Elm, the Chicago player, who has hardly fulfilled the great promise of a few years ago.

Britain's hopes are now centred upon Roger Wethered, who seems to be playing in something like his best form after a period of erratic play. Major Hezlet, the Royal Portrush player, is also still in the running, as is G. Hill, an "unknown" who belongs to the Sandy Lodge Club. Douglas Grant, the Anglo-Argentinian player, is again well to the fore, as a result of beating Robert Harris, an international player, at the 20th.

Tolley's Waterloo.

St. Andrews, Yesterday. "Bobby" Jones of America beat C. J. H. Tolley, British Amateur Champion, at the 19th, in the fourth round of the Amateur Championship.

There were unprecedented scenes during the match. Ten thousand spectators trooped from fairway to fairway, and the match was played down a human avenue which three times involuntarily saved Jones, who had pulled his shots, from trouble. The incidents occurred at the 4th, 17th, and 18th holes.

The two last were very critical, as Jones's shot at the 17th would have landed in the road, which would have meant a lost hole. Jones, however, was enabled to halve.

Cruel Luck!

Tolley tried to fight down cruel luck, but fate was against him toward the end. It took ten minutes to clear the course before the players could drive off at the 18th. Tolley hit a stupendous 300 yard ball right on the pin, and Jones's ball rebounded on to the fairway from the crowd. Jones over-ran the green, and Tolley, with a great chance, when laying dead, played a timid shot, which was eight yards short. The whole was halved in four.

At the 19th both had fine drives, and both seconds went over the dreaded Swilcan Burn. Tolley ran up a shot three yards from the pin, and Jones stymied him, his ball lying two yards from the pin. Tolley mopped his forehead as he knelt down, surveying the ground. After some minutes of contemplation he took a mashie, and bounced the ball on Jones's, but it ran round the edge of the cup, this being the end of an epic conflict.

Britain's Hopes.

In other matches Major Hezlet beat Stephenson (Northumberland) 6 and 5; Roger Wethered beat Brower (France) 6 and 3; G. von Elm beat Ricardo (West Cornwall) 6 and 3; Douglas Grant beat R. Harris at the 20th.

Wing-Commander Greig (St. Andrews) beat Mackenzie (America) 4 and 3 and Francis Ouimet beat Lyndon Jones (Cardiff) 7 and 6. G. Hill (Sandy Lodge) beat W. Torrance 2 and 1.

Third Round Results.

Bobby Jones and Cyril Tolley are to meet in the fourth round this afternoon. In the third round Jones had beaten C. Shankland of St. George's Hill by four up, and three, to play while Tolley accounted for W. Fowles; a St. Andrew's postman, by the same margin.

Johnson (America) led Lt.-Col. Brazazon, the famous arman, by 4 holes at the turn and finished 6 and 5. Hezlet beat Neill (East Renfrew) 4 and 2. Wethered outplayed the plucky Douglas Fiddian, the conqueror of the English native champion, 7 and 3. Foster (Princes) vanquished the American, G. W. Aitney, 3 and 1. Brower (France) beat Sparky who knocked out Willing in the second round, 3 and 1. Von Elm beat Anderson (St. George's Hill) 2 and 1. Douglas Grant beat Gammie (Scottish) 2 and 1.

NO REDUCTION OF MR. THOMAS'S SALARY.

MOTION BY TORY EX-PREMIER DEFEATED.

UNEMPLOYMENT DEBATE.

London, Yesterday. The House of Commons rejected Mr. Stanley Baldwin's motion to reduce the salary of the Lord Privy Seal, Mr. Thomas. Mr. Baldwin urged safeguarding as the only remedy for unemployment.

Mr. MacDonald appealed to all parties to co-operate, and said that the Government intended to confer with the municipalities in order to expedite the public works. Sir Oswald Mosley suggested the establishment of a central unemployment organisation under the Prime Minister.

Mr. J. H. Thomas, winding up the debate, said that the Government relied on reconstruction, re-equipment and rationalisation in making the factories more efficient, thus enabling the British to compete fairly and squarely in the world's export markets.

The division resulted:—
Against 270
For 244

Majority 26
Liberals and six left wingers headed by Mr. J. Maxton, ab-



Mr. J. H. Thomas.

stained from voting, and the debate was adjourned.—Reuter.

A Bar to Business.

Rugby, Yesterday.

A debate on unemployment in the House of Commons was opened by Mr. Stanley Baldwin, the Conservative leader, who declared that anything less drastic than the safeguarding of industries duties would not meet the case. He agreed that high tariffs were bar to business, but they could not get those tariffs reduced while the British market was a dumping ground to which all cheap goods could be sent. The safeguarding of home markets was an essential basis for the development of markets within the Empire, and the pulling down of foreign tariffs had resulted from bargaining between one protected country and another. He declared that in countries under protection the unemployment figures had mounted more rapidly than was the case here.

Twelve months ago the problem was one of home conditions in relation to normal foreign markets. That was not the problem to-day. Let them take any industrial country and it would be found that world causes had knocked the bottom out of prices and every country dependent on export trade had suffered. He instanced Germany, where the unemployment figures had risen from 1,700,000 to 2,700,000 and the United States, which a year ago had practically no unemployed, and where there were now between 6,000,000 and 6,600,000.

(Continued on Page 7.)

Mackenzie (America) beat Holden (Sandway) 6 and 4.

Ouimet Beats Bower. Francis Ouimet (America) beat A. G. Bower at the 21st; Kenneth Forbes (Cramond Brigg) beat Rowland Saunders (America) 3 and 2; Hill of Sandy Lodge, beat Rex Hartley of Cooden Beach at the 20th; and W. Torrance beat F. O. Varghe (America) 5 and 4. Dr. Waddell beat Stevens of America at the 19th and Voight (America) defeated Major Marjor (Royal Portrush) 3 and 1.—Reuter.

FALL OF LANFENG EXPECTED.

MARSHAL CHIANG AND FENG AT CLOSE QUARTERS.

COUNTER-ATTACKS.

Heuchow, Tuesday. Sanguinary fighting between the Nationalists and the Kuomintang is reported to have taken place on May 25 in the vicinity of Lanfeng. The Kuomintang cavalry under Cheng Ta-chang, forming the advance column, entered into action, being covered by a detachment of infantry from Kaifeng sent to relieve the pressure at Lanfeng.

Marshal Chiang Kai-shek proceeded to Nienhuang on May 25 and Lanfeng on May 26, personally to direct the attack on the city, which is expected to fall at any moment.

Due to the precarious state of Lanfeng, Feng Yu-hsiang is said to have arrived at the north-western suburbs of the city, which is the only part that is not besieged by the Nationalists, in order to direct the defence. Another contingent of Kuomintang under Sun Liang-ching are marching from Kaifeng along the south-east of the Lung-Hai line, aiming at the capture of Chenlau, Tsho and Chulhsien, presumably to raise the siege of Chihcheng, which is being defended by Sun Tien-yang, and encircled by the Nationalists for the past two weeks.

Allied Counter-Attack.

Yen Hsi-shan and Feng Yu-hsiang have issued the order for counter attack, with Generals Hau Yung-chang, Sun Tao and Chi Huang-chang to be responsible for the Lung-Hai line and General Fu Tso-yi for the northern section of the Tsin-Pu line. Yen Hsi-shan remains at Shihchiachuang to direct the general movements, while Feng Yu-hsiang directs the operations at the front.

Wan Tsun-wei Again.

Wan Tsun-wei, the captured allied General, was escorted to Heuchow and put into the military gaol there on May 25. Interviewed by Pressmen, Wan pointed out the following weak points of the allied forces: The lack of food-stuffs and ammunitions; the direction of campaign not centralized under one supreme command; and the employment of doubtful troops as sacrifice contingents. Wan continued that due to the repeated defeats of the 3rd and 65 Divisions and the Independent Brigade of the allied forces by the Nationalists, he was compelled to proceed to Ningling on May 19 to interview General Liu Mou-yen for the discussion of military affairs. But at that time Liu who unknown to him (Wan) had gone over the Central Government, had him detained. The prisoner further added that he had written a letter to Marshal Chiang, requesting the latter's forgiveness and stating that he was willing to collect his remnants against Yen and Feng.

Shantung Situation.

Acting under instructions of Yen Hsi-shan, General Fu Tso-yi has ordered his forces to make a general advance. Li Sang-ta is now engaging the Shantung troops under General Han Fu-chu at Yucheng, but no result has been reported.

General Liu Chen-nin, Garrison Commander of Taingtao, has received instructions from general Chen Tiao-yuan to proceed with his forces to the Tsin-Pu line to engage the Shanai invaders. It is affirmed that 20,000 rounds of cartridges, 6,000 hand grenades, and \$50,000 have been sent to Liu for his coming expedition.

General Han Fu-chu, Chen Tiao-yuan and Ma Huang-kuei held a military conference on May 25, which decided to transfer the entire forces under General Ma to guard the north of Shantung, leaving the western sector to be taken over by those under Han Fu-chu, General Chen will remain in Tsinan as a basis of operations to support the two armies when necessary.

Human Situation.

Changsha, May 27. Mr. Hu Hsieh-kuei, the representative of Chairman Ho Chen, has declared that the rumours circulated about the entrance into Hunan of the Japanese and Kwangsi insurgents, having previously obtained the permission of General Ho Chen, are groundless. As General Ho has actually been a loyal supporter of the Central Government, he will interpret and attack the reports, declared Mr. Hu.—Canton News Agency.

"THE OVERLAND CHINA MAP"



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SIBERIA MARU	Saturday,	5th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via		
Singapore, Penang, Colombo, Suez.		
SUWA MARU	Saturday,	31st May at 8 a.m.
FUSHIMI MARU	Saturday,	14th June.
SYDNEY & MELBOURNE via Manila & Ports.		
TANGO MARU	Tuesday,	24th June.
MANILA.		
TENYO MARU	Friday,	6th June.
BOMBAY via Singapore, Penang, & Colombo.		
SADO MARU	Wednesday,	11th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,		
Mexico & Panama.		
ANYO MARU	Sunday,	1st June.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
WAKASA MARU	Thursday,	5th June.
NEW YORK, BOSTON via Panama.		
↑ TAKAOKA MARU	Wednesday,	4th June.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.		
↑ DAKAR MARU (Calls Saigon) ..	Sunday,	5th June.
CALCUTTA via Singapore, Penang & Rangoon.		
MORIOKA MARU	Thursday,	29th May.
↑ HAKODATE MARU	Sunday,	8th June.
SHANGHAI, KOBE & YOKOHAMA.		
AWA MARU	Friday	30th May.
↑ GENOA MARU	Friday,	6th June.
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ANDES MARU	Wednesday, 11th June.
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RIO DE JANEIRO MARU	Friday, 13th June.
MOMBASA—Via Singapore & Colombo.	
CELEBES MARU	Tuesday, 3rd June.
SUMATRA MARU	Thursday, 19th June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOZAMBIQUE—Via Singapore & Colombo.	
CHICAGO MARU	Sunday, 1st June.
CALCUTTA—Via Singapore, Penang & Rangoon.	
GANGES MARU	Sunday, 1st June.
TACOMA MARU	Wednesday, 18th June.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
MELBOURNE—Via Manila, Brisbane & Sydney.	
SYDNEY MARU	Friday, 6th June.
HAI PHONG—Via Hanoi & Peking.	
MENADO MARU	Thursday, 12th June.
NEW YORK—Via Japan ports & Panama.	
HAGUE MARU	Sunday, 1st June.
JAPAN PORTS.	
BORNEO MARU	Friday, 6th June.
ATLAS MARU	Wednesday, 11th June.
KEELUNG—Via Swatow & Amoy.	
HOZAN MARU	Sunday, 1st June, 3 p.m.
CANTON MARU	Sunday, 8th June, 3 p.m.
TAKAO—Via Swatow & Amoy.	
DELI MARU	Thursday, 5th June, Noon.
TAKAO & KEELUNG.	
BATAVIA MARU	Tuesday, 10th June.
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WINCHESTER CASTLE Harland & Wolff Launch Latest Liner.

The Union-Castle motorliner Warwick Castle, launched from Messrs. Harland and Wolff's East Yard, is of 20,000 tons gross capacity, and is a sister-ship to the Winchester Castle, launched last November and now rapidly finishing at the fitting out wharf. Both these vessels are generally similar to the Carnarvon Castle, which has been running on the South African mail service for some time past, and has proved to be exceedingly popular. The three vessels, of the same distinctive appearance, each with cruiser stern and two typical motorship funnels, will form a trio of notable vessels maintaining the service.

The new vessel has been built under Board of Trade survey. Her principal dimensions being:—Length 650 feet, breadth moulded 75 feet, and depth moulded 44 feet 6 inches. The double bottom extends right fore and aft, and is arranged to carry water ballast and oil fuel. The ship is subdivided into twelve watertight compartments by W. T. bulkheads extending to the upper deck.

Modern Style of Decoration.
Luxurious accommodation is provided for 760 first, second, and third-class passengers, mostly in single and two berth staterooms. The general scheme of decoration used in the public rooms is in a simple modern style, which compares very favourably with the best hotels ashore. The principal entrances are panelled in natural sycamore, and rising from the after end is the principal staircase with a graceful wrought iron balustrade.

The first-class dining saloon on "B" deck is a scheme of ivory and rose with broadly treated design on the port and starboard sides. Wide and handsome curtains in old rose damask are cleverly arranged with concealed lighting, to make agreeable centre features. Many mirrors and wall lights and a noble picture of Warwick Castle, the scene of so many stirring events in English history, placed in the centre of the after end, complete a most agreeable room. Mention might be made of the floor, in a fine marble pattern carried out in rubber, making a fine background to the gay painted chairs and their upholstery in handsome velvet brocade.

The principal entrance on "B" deck forms a foyer to the saloon, and is carried out in a scheme to harmonise, fine views of the saloon being obtained through a light glass screen. Immediately below the first-class saloon, is the swimming bath carried out in a simple scheme of cool blue and white, with novel lighting effects. A new feature is the coffee bar adjoining the bath, and forming a balcony from which a good view can be had, and refreshment easily obtained after a swim.

Of the principal public rooms on the promenade deck, perhaps the most important is the lounge in the "Style Moderne" in tones of silver grey. A most dignified apartment, with lofty engaged columns supporting a deeply coffered ceiling, rich in effect, though produced by the most simple means; skilful spacing and harmonious colour. Forward of the lounge, is the library in a scheme of old pine and lacquer greys, the glistening of the lacquer relieving the walls with touches of colour. The gallery and after staircase at the after end of the lounge, is quietly decorated with walls lined in old Spanish leather with an oak dado and a simple plaster ceiling. The smoking room and American bar beyond are in the old English Tudor style in old plaster brick and oak, and designed to reproduce the atmosphere of the olden days.

The verandah cafe, with a fine view after, is raised some feet above the general level of the promenade deck, and follows the style of an old Sussex farmhouse. There are special suites of bedroom and sitting rooms, and a series of special two berth cabins, cleverly contrived to produce the domestic atmosphere expected in these apartments.

The second-class accommodation is of a very high-class character, the public rooms being decorated in a variety of decorative styles. The dining saloon is of modern design with long panels in artistic light tones, and with mahogany furniture. There is a special children's saloon, decorated similarly to the main saloon. The smoking room, lounge, entrance verandah, etc., are also decorated and furnished in a superior manner. Very comfortable accommodation is provided for the third-class passengers, the public rooms including dining saloon, lounge, smoking room, shop, etc.

Wide Use of Electricity.
The cargo handling facilities are excellent, a large number of derricks with electric winches being fitted to ensure rapid handling of cargo. Ample refrigerated cargo space and storerooms are provided, and space is reserved for special cargo, mails, specie, etc. The electrical installation consists of main diesel-driven generators, each having an output of 350 k.w. and one 75 k.w. emergency generator, also driven by an oil engine and placed above the margin line. In addition to the lighting, the whole of the deck and machinery auxiliaries will be electrically-operated. On the deck these auxiliaries will include two capstans, one winch, one warping winch, sixteen cargo winches, sixteen boat winches, and an electrically-operated steering gear with Ward Leonard control. In the machinery spaces there will be a low pressure motor-generator for supplying the current to the bells, telephones and other low voltage apparatus.

The waterweight doors on the tank top will be electrically-operated from the captain's bridge, and will all be of the builders' well-known design. An electric elevator will be installed for conveying passengers to the different deck levels, as also an electrically-operated pantry hoist for conveying food from the main to the various deck pantries. The vessel will be well ventilated by large motor-driven pressure fans, of which there will be about 50, distributed throughout the vessel, the largest being 45 inches in diameter. In addition, a very complete system of cabin ventilation will be installed throughout, operated by 17 electrically-driven fans, the amount of air being entirely under the control of each individual passenger. In cold weather this air will be heated so as to keep the cabins at a comfortable temperature, in addition to which there will be installed some 265 powerful electric heaters of the builders' own design and manufacture.

One of the most interesting features of the installation will be the electrically-operated cooking apparatus and service motors distributed throughout the galleys and pantries. These consist of electrically-operated dough mixers, cake mixers, coffee mills, ice cream machines, knife cleaners, refrigerating apparatus, toasters, salamanders, hot plates, water boilers, and a large baker's oven. The machinery in the laundry will be electrically operated, including the heating required for the ironing. The various mechanical appliances in the gymnasium will all be electrically-operated, and will include a horse, camel, and percussion machine. A band-repeater system of the latest type will enable the band playing in the first class accommodation to be also enjoyed by the 2nd and 3rd class passengers.

Two Eight-Cylinder Engines.
An important departure for giving efficient service to the passengers will consist in an installation of a luminous system of communication between passengers and stewards. Outside the door of each stateroom there will be two small electric lamps, one coloured red for summoning a steward, and the other green for summoning a stewardess, similar coloured pushes being fitted at convenient positions in each stateroom. On operating any of these pushes a corresponding lamp outside the cabin is lit up and a luminous warning signal is given in various parts of the vessel to show that the service of a steward or stewardess is required. These lamps remain burning until the attendant reaches the door of the cabin and operates a control push situated immediately outside the particular cabin door. By this means silent and efficient service will be ensured.

There are a number of other electrically-operated machines installed throughout the vessel, including a printing machine, sounding machine, and a cold cupboard. The sounding machine installed on the navigating bridge enables the depth of water below the vessel's keel to be continuously registered by means of an audible signal.

The propelling machinery consists of two 8-cylinder double-acting four-stroke engines of the Harland & Wolff type, each coupled direct to a propeller. Driven off the forward end of each crankshaft are twin compressors for supplying the air for fuel injection. Four generators, each driven by a six-cylinder trunk engine of the same make, supply the electrical power for the vessel, the compressors in this case being made extra large and the surplus air used for charging the six large reservoirs which accommodate the air for manoeuvring the main engines. Steam for ship's use is generated by passing through two waste heat boilers, which are also arranged for burning oil fuel when in port. All the auxiliary machinery is electrically driven and of the latest design.

NO CLEARANCE.
Acting Master and Local Rules.

When Mr. A. J. N. Wood, acting master of the s.s. Kochow, appeared at the Marine Court this morning, charged with leaving port without a licence, he intimated that he was not very familiar with Hong Kong regulations.

"I paid the clerk the money (for light dues)," he said, "and I got these receipts. I merely took what they gave me. If I were to start kicking up a noise down below I should probably get into worse trouble than I am in now."

His Worship (Commander G. F. Hole) pointed out to Mr. Wood that certain Court procedure was necessary, and evidence for the prosecution was accordingly taken. It was to the effect that Captain Wood had paid his light dues last Saturday morning, and had not taken out a clearance paper.

Captain Wood, asked if he had any questions to ask, said, "No. It's perfectly true what the clerk says. I paid the money and got the receipts. Here they are."

"I know my job," His Worship having explained that defendant could either make a statement in defence, or give evidence on oath, Captain Wood elected to go into the box, when he repeated his previous statement. In answer to His Worship, he said he had been at sea 45 years, and in command off and on, about ten years. He knew that a clearance was necessary before leaving the Harbour, but thought the documents he had produced were sufficient.

His Worship: You have been at sea 45 years, Mr. Wood. I think it's about time you knew your job. Defendant (unconcernedly): Oh! I know my job all right. His Worship registered a conviction, and imposed a fine of \$20.

PASSENGER LISTS

ARRIVALS
Per s.s. Tenyo Maru on May 28: Mr. and Mrs. Lokoomall, Miss M. Lokoomall, Master M. Lokoomall, I. D. Willis, L. W. Neiswender, Mrs. N. Neiswender, Miss P. E. Neiswender, Miss K. McIntyre, H. A. Thomson, Mrs. R. J. Hillier, Mr. and Mrs. M. Aaron, Mr. and Mrs. L. S. Goddard, Master W. Goddard, Miss M. Goddard, A. E. Benedicto, Liberato Tabinga, Miss Fern Taplin, M. Takezawa, Mrs. Mary V. Sims, Mr. and Mrs. C. J. S. Macdonald, Master G. Macdonald, Mrs. T. Seltz, Rev. B. E. Alexis.

DEPARTURES
Per R.M.S. Empress of Russia for Manila on May 27:—W. Yale, W. Stutterheim, J. V. Ramsay, Mr. R. Hall, Mrs. D. T. Fullaway, Mr. and Mrs. W. D. Meyer, Mrs. E. Camahort and Nurse (M. Marcado), Miss J. P. Camahort, V. Dyson, L. Bruttam, Mr. and Mrs. W. Calmer.



Introducing A New Empress — EMPRESS OF JAPAN

Twin Screw Oil Burner
26,000 Gross Tons
Length 666 feet, Breadth 87 3/4 feet
The Catering.

TRUE to their well-established reputation as caterers, the Canadian Pacific have left nothing undone to make the Kitchen and Service arrangements on the Empress of Japan, as thoroughly modern and complete as humanly possible. All cooking in the huge, spotless kitchens is done by electricity.

THE DINING SALOON.
Teak framed glass doors lead into the Dining Saloon, a beautiful Cipollino marble creation in grey-green-blue relieved with gilded bronze mountings. A lofty effect is obtained by means of a large open well, with a running gallery to port and starboard. Prominent is the Muscian's Balcony, in elaborate gilded bronze facing a large engraved mirror. Dark, carved mahogany furniture gives a note of warmth to this huge room, whose side lights are screened by sliding windows and provided with carved teak shutters. The Dining Saloon, has a seating capacity of 274 persons at one sitting, or, with the two adjoining private dining-rooms thrown into the main hall, of 294 persons.

LARGEST & FASTEST STEAMSHIP ON THE PACIFIC
Maiden Voyage from Hong Kong Aug. 7th

CANADIAN PACIFIC WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

MAY-JUNE SAILINGS.	
Charmes of sightseeing not being	Opportunities of
Yuetshing so encouraging as in Hong Kong 5.30 p.m. Wuchow 1.30 p.m.	DEPARTURE HOURS:
Goddess "the old days," it will probably be the old-timer who knows Yuetshing, on the West River. There is a goddess there who is famous throughout the province of Kwangtung. This year, the celebrations will be on a very ambitious scale. Many of the gaudy tow-boats which constitute the life-blood of West River ports will be at Yuetshing for as long as four or five days, leaving very few in the trade. Yes, Yuetshing at festival time is well worth seeing! This year, the festival falls on Wednesday, June 4th. The two comfortable steamers s.s. "Tai Ming" and s.s. "Tai Hing" which go up to the West River will visit this place.	
S.S. "TAI HING" [1,008 tons—Capt. Trotter.]	
JUNE.	
MON. 2nd	TUES. 17th
SAT. 7th	MON. 23rd
THURS. 12th	SAT. 28th
S.S. "TAI MING" [649 tons—Capt. G. J. Spink.]	
JUNE.	
FRI. 30th	MAY.
WED. 4th	FRI. 20th
MON. 9th	WED. 25th
SUN. 15th	MON. 30th

For information apply to:—**KWONG WING Co., Ltd.**
87, Connaught Road West, Phone 20893.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZUMBI" will sail from Colombo 10th Aug.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.
For Freight or Passage apply to:—**DODWELL & CO., LTD., Agents.**
Telephone 28021.

BANK LINE LTD.

AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
UNITED KINGDOM & CONTINENT **ELLERMAN LINE**
S.S. "CITY OF SHANGHAI" London, Rotterdam, Hamburg & Nordenham 9th June.
S.S. "CITY OF CORINTH" London, Rotterdam & Hamburg 9th July.

NEW YORK, BOSTON, & BALTIMORE **AMERICAN & MANCHURIAN LINE**
S.S. "CITY OF BOMBAY" 10th July.

ALSO AGENTS FOR
ANDREW WEIR & CO.

SERVICES TO
BOSTON, NEW YORK, & BALTIMORE **AMERICAN & ORIENTAL LINE**
M.V. "COMLIEBANK" 6th June.
M.V. "OAKBANK" 6th July.

MAURITIUS & SOUTH AFRICA **ORIENTAL AFRICAN LINE**
S.S. "TINHON" August.
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Gullbaine, the Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.
For freight or passage on any of the above lines apply to:—
Telephone 27761.

THE BANK LINE, LTD.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KHYBER	9,114	31st May	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KHIVA	9,135	7th June	Marseilles, London, Hull, Rotterdam & Antwerp.
TALIPORE	5,273	18th June	Straits, Colombo & Bombay.
RANPURA	16,601	21st June	Bombay, Marseilles & London.

* Cargo only. † Calls Karachi.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S. S.	Tons	From Hong Kong About	Destination
TALAMBA	8,018	6th June	Singapore, Penang & Calcutta.
TAKADA	6,549	21st June	Singapore, Penang & Calcutta.
TALMA	10,000	25th June	Singapore, Penang & Calcutta.
SHIRALA	7,841	2nd July	Singapore, Penang & Calcutta.

* Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S. S.	Tons	From Hong Kong About	Destination
TANDA	6,956	6th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST ALBANS	4,500	4th July	Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,863	3rd Aug.	Townsville, Brisbane, Sydney & Melbourne.

* Calls Port Holland & Zamboanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo,
Cebu, Kolombangara, Tawao, Timor, Darwin, or other ports en route as in-
dicement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
JEYPORE	5,318	2nd June	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	5th June	Amoy, Moji, Kobe & Osaka.
KARMALA	9,128	6th June	Shanghai, Moji, Kobe & Yokohama.
ST ALBANS	4,500	10th June	Moji, Kobe Osaka & Yokohama.
SHIRALA	7,841	11th June	Amoy, Moji, Kobe & Osaka.
MOREA	10,954	20th June	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	4th July	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,568	18th July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,586	1st Aug.	Shanghai, Moji, Kobe & Yokohama.
MAHATMA	10,948	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	29th Aug.	Shanghai, Moji, Kobe & Yokohama.
BALWA	10,980	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	26th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only. † Calls at Tientsin & Wei-hai-wel.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.
For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong.

Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS AND
IRON FOUNDRIES. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two slipways and can
accommodate any craft of 200 feet long.

Shop Office: 84, Connaught Road Central, Hong Kong. Tel. 24459.
Shipyards: Kwai-Sai-po, Kowloon, Hong Kong. Kowloon Tel. 57009.

Estimates furnished on application.

Hong Kong, April 1, 1930.

SCOTTISH SHIPYARDS

Only One New Contract
Booked in April.

FOUR MONTHS' OUTPUT.

Glasgow, May 1.
During April the only contract
announced was that for a light-
house steamer. In this respect
the Clyde is on a footing simi-
lar to the other shipbuilding
centres throughout the country.

The output of new tonnage for
April, though less than in some
of the previous months of the
year, has been pretty well main-
tained at something near the
normal level for the district.
The output for the month con-
sists of 19 vessels of about
32,000 tons, making a total for
the first four months of the
year of 60 vessels of nearly
180,000 tons gross. This is
about 45,000 tons short of the
output for the first four months
of last year.

There has been an absence of
any very large vessel included
in the April returns, one of the
biggest being a 9,500-ton oil
tanker launched on the lower
reaches, and another of just
under 9,000 tons. Other vessels
of interesting types launched
during the month are a turbine
yacht of 1,600 tons, a motor
yacht of 190 tons, a paddle
steamer and a dredger and rock-
cutter.

A Group of Motorships.
The launch of a vessel on the
Clyde this week for Messrs.
Elder, Dempster and Co., and
the completion of a sister ship
indicates that the contracts for
the important group of eight
vessels for the Liverpool com-
pany are now approaching com-
pletion. Some of the vessels are
already on service, and others
will follow shortly. Last year
Messrs. Elder, Dempster and
Co., placed with four Clyde firms
orders for eight vessels, two
vessels being allocated to each
firm. Some of these are for the
African Steam Navigation Com-

CONSIGNEES

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO', IMMINGHAM,
ANTWERP, LONDON, AND
STRAITS.

The Steamship "BENCURACHAN"

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
30th inst. will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 13th June, 1930, or they
will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godown,
where they will be examined by the
20th inst. at 10 a.m. by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-

Bills of Lading will be countersig-

by GIBB, LIVINGSTON & CO., LTD.,

Agents.

Hong Kong, 23rd May, 1930.

THE EAST ASIATIC CO. LTD.
COPENHAGEN.

The Motor Vessel,

"DANMARK"

having arrived. Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or extra-
hazardous Godowns of The Hongkong
& Kowloon Wharf & Godown Co., Ltd.,
where delivery can be obtained as soon
as the goods are landed.

No claims will be admitted after the
goods have left the Godowns, and all
goods remaining undelivered after the
3rd June, 1930, 4 p.m., will be sub-
ject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Ash on the
2nd June, 1930, at 10 a.m.

All claims against the vessel must
be presented to the Underwriter before
the 7th June, 1930, or they will
not be recognised.

No Fire Insurance will be counter-

signed by

JOHN MANNERS & CO., LTD.,

Agents.

Hong Kong, 27th May, 1930.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels Maintain a Regular Service from

HONG KONG TO AUSTRALIAN PORTS

via MANILA and THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand

Excellent and Most Up-to-Date First and Second Class Passenger

Accommodation.

HONG KONG TO SYDNEY—19th DAYS.

Steamers	Due Hong Kong	Due to Sail
----------	---------------	-------------

CHANGTE	10th June	17th June
TAIPING	11th July	18th July
CHANGTE	8th August	15th August
TAIPING	9th September	16th September

For Freight and Passage apply to — BUTTERFIELD & SWIRE,

Tel. 30331.

BLUE STAR LINE

Far Eastern Service.

Regular Monthly Fast Freight Service.

Refrigerated and general cargo

Next sailing

S.S. "ALBION STAR"

on

JUNE 29th.

for

MARSEILLES, LONDON, ROTTERDAM,
HAMBURG, LIVERPOOL, via STRAITS.

For Freight and further information apply to:—

DODWELL & CO., LTD.

Queen's Buildings.

Agents.

Telephone 28021.

HONG KONG AND MACAO LINE

in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply:—

CHUEN ON STEAM BOAT CO., LTD.

241, Des Voeux Road C.

Tel. 26061.

pany's, and others for the Brit-
ish and African Steam Naviga-
tion Company's branches of the
Elder Dempster services.

Messrs. Archibald McMillan
and Sons, launched towards the
end of last year, both the vessels
built by them, the first being the
David Livingstone, which was
completed in March last, and the
second the Mary Slessor, which
ran trials successfully last week
and afterwards left for Liver-
pool. The Ardrossan Dockyard
Company also launched last year
one of the two vessels built by
them, the Henry Stanley, and this
vessel has since been com-
pleted. The second vessels build-
ing at Ardrossan is the Mary
Kingsley.

The motorship launched at
Glasgow this week is the Alfred
Jones, the second of the two
built by Messrs. Harland and
Wolff in their Govan yard, the
first of the pair, the Edward
Blayden, having been put into
the water in February. The re-
maining two vessels of the group
have been built at Meadowside
by Messrs. D. and W. Henderson
and Co., and from that shipyard
the William Wilberforce was
launched in January last, and
the Macgregor Laird in March.
This week the former vessel was
dry docked by her builders, and
will shortly be ready for trials.
The Macgregor Laird is at
Stobocross fitting out for sea.

Refitting and Repairing.

Ship-repairers have been rather

better employed during the week.

In addition to the usual dockings

for painting and minor repairs,

there are now in progress in the

district a fair number of more

extensive repair and refitment

contracts on hand. At Elderslie,

Messrs. Barclay, Curle and Com-
pany are fitting the exhaust

turbo-electric drive to the

machinery of two vessels of the

City Line, the City of Singapore,

and City of Mandalay. On Mon-
day of the present week they

dry docked the Clan liner Clan

Stuart, and they also carried out

some general repairs on the

Liverpool steamers Mentor and

Rhexenor of the Blue Funnel

Line.

Two of the Donaldson Line

fleet are at the Clyde-side works

of Messrs. Barclay, Curle and

Co., the Gracia for engine repairs

and also for the making good of

some damage, and the Moveria

for damage repairs. For some

time past the firm have been

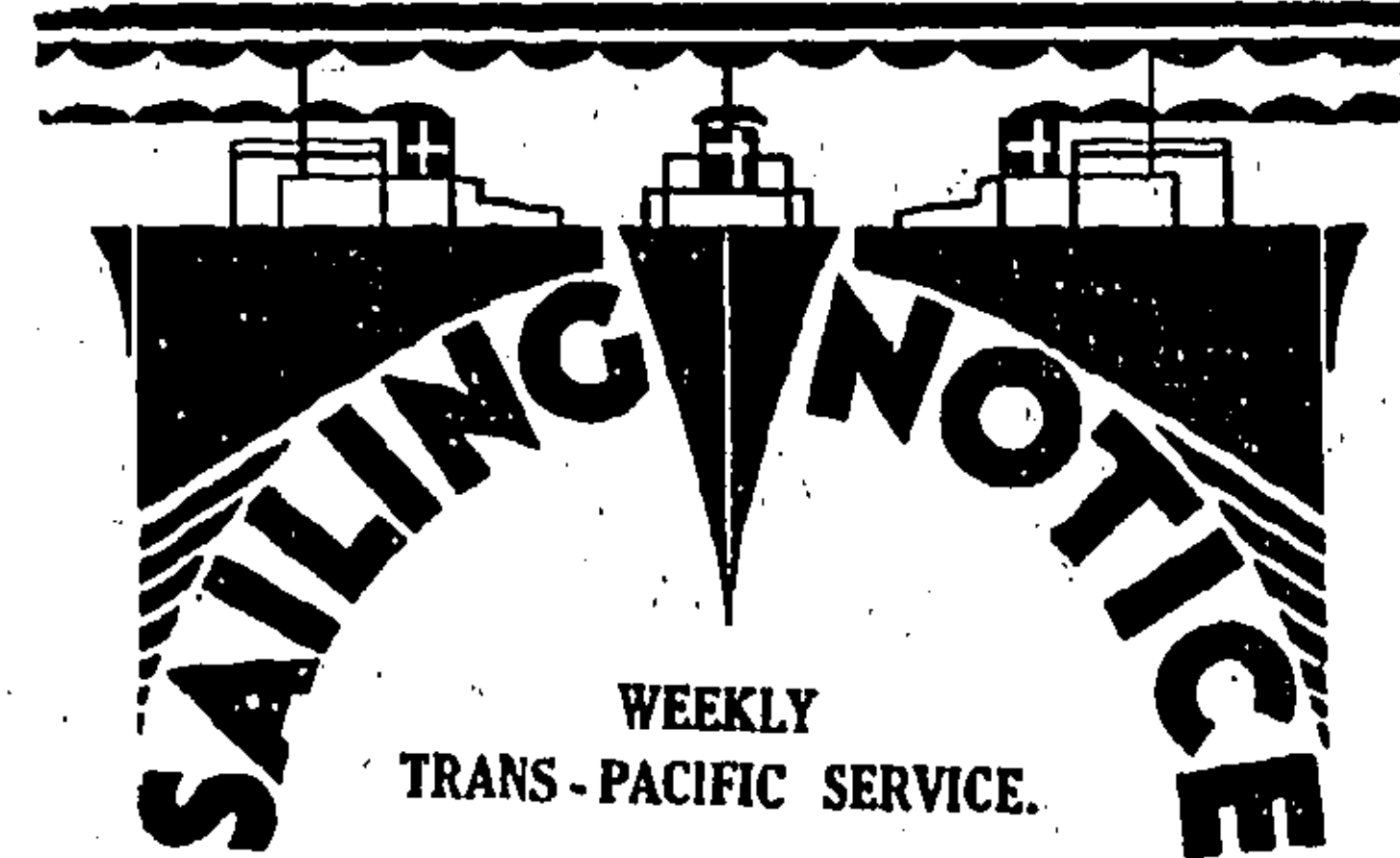
carrying out survey repairs on

the New Zealand trader Papanui,

and this work is now well advanc-

ed towards completion. The

Anchor-Donaldson liner Letitia is

undergoing some alterations be-
fore sailing for Montreal. The

To SAN FRANCISCO and

LOS ANGELES.

The Sunshine Bell via

Honolulu.

Fortnightly sailings on Tuesdays

a.m.

Pres. McKinley Tues. June 3, 1

Pres. Grant Tues. June 17

Pres. Cleveland Tues. July 1

To SEATTLE and

VICTORIA.

The Short, Straight Route

to America

Fortnightly sailings on Tuesdays

a.m.

Pres. Jefferson Tues. June 10

Pres. Lincoln Tues. June 24

Pres. Madison Tues. July 8

Special through rates to Europe via

United States, Direct connections with all

Atlantic lines. Choice of rail lines across

United States and Canada, liberal stop-over privileges for

sight-seeing.

EUROPE AND NEW YORK DIRECT

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo,
Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York
and Boston.

Pres. Harrison Sun. June 1, 8	Pres. Fillmore Sun. June 29, 8
Pres. Johnson Sun. June 15, 8	Pres. Wilson Sun. July 13, 8

TO MANILA

Pres. Jefferson June 3 6 p.m.	Pres. Lincoln June 17, 6 p.m.
Pres. Grant June 7 6 p.m.	Pres. Cleveland June 21, 6 p.m.

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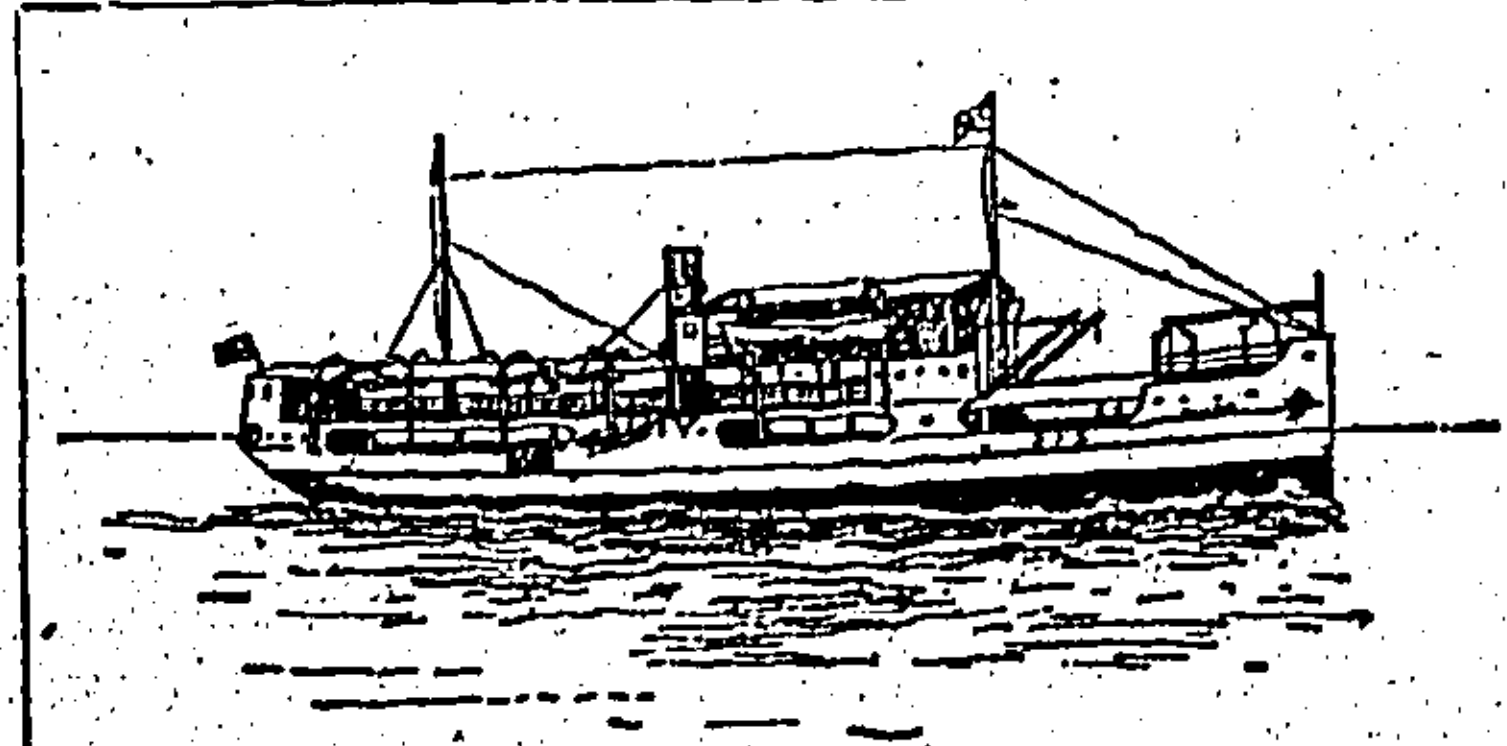
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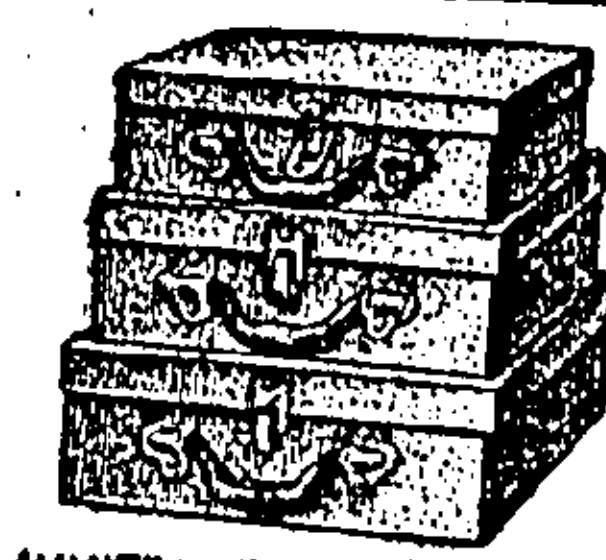
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Hong Kong, Thursday, May 29, 1930.

COMPRADORE CURSE.

The Crown Colonies present a paradox than which it would be difficult to find a more bitter example of the actual as opposed to the figurative. The white man rules these possessions with the Western laws and, figuratively, owns them. Actually, they are divided between wealthy Indian and Chinese land owners and merchants who owe no special allegiance to the British Crown. In Malaya the planters have an acid joke. "The chettiaris own the country," they say. And that is practically true, for thousands of acres are controlled by Indians and Arabs, and the majority of the tin mines belong to the Chinese. In fact, it is also said (especially by the Chinese themselves) that but for the Chinese, who developed the country from the earliest times, Malaya would still be a profitless jungle. And under these strange conditions the white man has to labour, believing that the country is his and that the coloured inhabitants are dependent upon him for their existence. In cold fact, advantage is taken of our benevolent system of governance to exploit the Colonies in question for money which is taken out of the country.

Such is the yoke which we have allowed to be imposed upon ourselves. It came gradually and in the subtle way things happen out East, and we are noticing it only when it is too late. We are spending millions of pounds annually on possessions which

bring more profit to alien races than to ourselves or to the right inhabitants of the country under our suzerainty.

The same is true in the domestic sphere. There we are ruled by the compradore. The system is too well known in Hong Kong to require explanation in detail. But under this system, which is little short of iniquitous, we are bound to accept that which the compradore desires us to have. He rules the kitchen with a tyranny exceeding that of the Tsars. He makes "squeeze" out of every dollar that passes through his hands and comes to us with the smoothest of smiles upon his lips.

One factor of life in the East that is decidedly unpleasant is that the food is far from desirable. Many of us no doubt would refuse dishes that are placed before us in some public places if only we could afford to do so. But, dependent as we are upon the compradore system, it is useless to rebel. We must accept with meek and thankful resignation whatever is offered to us—or starve. It seems useless to wriggle or protest under this domination of the kitchen. In the meantime our indignations are impaired, we grow thin and wan, and fail to appreciate all the amenities of life.

Being British, we can afford to grumble and pass it off as a joke, but there is no reason why strong and determined measures should not be adopted thoroughly to sift the compradore system to the bottom and, if practicable, to substitute a better one. One experiment in this direction has been made in the Colony. A certain local hotel has recently changed the "iniquitous" methods of the past, and the Manager is his own compradore, much to the satisfaction of the guests and the Directors, and the chagrin of the defeated compradores. If only other hotels in Hong Kong would summon a conference and agree to follow along similar lines, a very definite blow would be given to what is an unmitigated curse.

It is unlikely that the Government could ever be induced to take action, for so powerful is that overlord of our stomachs, the compradore, that unpleasant communal disturbances might follow any official course.

If action is to be taken to end the compradore's domination, it must come from the residents of hotels, clubs, and other public institutions, suffering beneath it, whose united protests, might and Purbeck Thames Tunnel have some effect upon the policy of the boards of management.

News in Brief

To-day is the Mohammedan New Year's Day.

Two cases of typhoid fever—one non-Chinese and one Chinese—were notified yesterday.

The annual general meeting of shareholders in the Indo-China Steam Navigation Company, Limited, will be held on June 18. The transfer books will be closed from June 11 to July 2, inclusive.

A Chinese, with two previous convictions, was sent to jail at the Kowloon Magistracy this morning for six months with hard labour for the theft of an overcoat from 252 Reclamation Street.

At the Kowloon Magistracy yesterday Mr. T. S. Whyte-Smith imposed the maximum penalty on a Chinese man and a woman for kidnapping a small boy, aged five years, from 6, Apliu Street, Shamshui. The man was further charged with harbouring the boy. They both pleaded not guilty, but accused each other. Both were sentenced to 12 months' hard labour, and the man was ordered to receive 24 strokes of the birch in addition.

The Police Branch of the Hong Kong Women's Guild and Ministering Children's League will hold a Ladies' Whist Drive on Wednesday, June 4, at 3.30 p.m., at the Police Recreation Club.

CORRESPONDENCE

CURRENCY PROBLEM.

[To the Editor of the "China Mail"]

Sir,—Referring to the various correspondence appearing in the different local papers lately regarding the continuous drop in the exchange I consider it is simply a waste of time. The dollar must either be fixed or Hong Kong must have a gold standard. Should nothing come out of this Commission of Enquiry, as it did a few years ago, the only remedy will be to call a public meeting and send a petition to the Home Government by cable. A subscription could be started for the cost of the cable. I should only be too glad to contribute my share.

Yours, etc.,

Hong Kong, May 28.

AMBULANCE CORPS.

Governor's Appreciation of Service.

IN VACCINATION CAMPAIGN.

The District Superintendent, St. John Ambulance Association, has received the following letter, which has given great satisfaction to all concerned:—

Sir,—I am directed by His Excellency the Governor to request that you will be so good as to convey to those members of the St. John Ambulance Association, whose names were notified in Government Notifications Nos. 561 of 1929 and 23 of 1930, the thanks of Government for their voluntary service as vaccinators during the recent small-pox epidemic.

His Excellency desires me at the same time to thank you and your Corps Officer and Secretary for your work in this connection.

I am, Sir, Your obedient servant,

(Sd.) N. L. SMITH, for Colonial Secretary.

CHIEF'S BRAVERY.

Many Lives Saved at Telemoj.

Batavia, May 20. Following the disaster at Telemoj, where the village was overwhelmed by a sea of mud from the mountain side, the village of Kajomas has had to be evacuated and the inhabitants have been given shelter in the military barracks in the neighbourhood.

A woman, who was buried in mud up to her shoulders at Telemoj, was rescued after a day and a half.

Heavy rains are aggravating the situation. Search for the bodies of the victims (who numbered 47) is impossible owing to the sea of mud.

Great courage was shown by the village chief, who, at the risk of his life, sounded the alarm thus saving hundreds of lives.—Aneta. (Straits Times).

A decision regarding the demand for the extradition of Francis Lorang from France is likely to be delayed by a memorandum he has presented to the French Government.

The withdrawal of opposition by the Port of London Authority to the Bill for construction of the Dartford and Purbeck Thames Tunnel was announced to the House of Commons Select Committee.

HOME BY-ELECTION.

Conservatives Retain Central Notts.

DUTY ON LACE.

Rugby, Yesterday. The result of the Central Nottingham by-election to fill the vacancy caused by the retirement of the Conservative member, was declared to-day:—

T. J. O'Connor (Con.) 14,946
Waterson (Lab.) 7,923
Berkeley (Lib.) 4,618

Majority 7,023. One of the main issues was the safeguarding of industries duties, in which special interest was aroused owing to the recent announcement that the duty on lace, of which Nottingham is the chief manufacturing centre, would not be renewed.—British Wireless.

WOES OF A WIFE.

(Continued from Page 1.)

go out. On his return, his wife asked him who the parties were and he told her that the girl was a Kennedy Town prostitute, and the man a chauffeur.

"Better Dead." When complainant remarked that she did not think it proper that a prostitute should be allowed to enter a family house, defendant "got wild." He scolded his wife, swore at her, and called her a sly prostitute. He kept on assaulting her and put his hand over her mouth to prevent her from crying out. Then he told her she was better dead.

In her weariness, the wife asked defendant "How am I to die?" For answer, defendant took out a razor and placing it on the table said: "That is the way."

He then left the house and never returned, so that, when, on July 19 the wife did attempt suicide he was not there.

Cut Her Throat. After the husband left, the worried wife took to her bed and ate nothing. She pondered that really there was no gleam of hope for her. On July 19 she felt so miserable and "black" that she acted on her husband's suggestion, and, taking the razor, she cut her throat, making an ugly gash.

She was rushed off to the Government Civil Hospital where a battle between life and death was fought and she recovered after 10 days or a fortnight.

Following this, the Police took the parties to the S.C.A., and with the S.C.A.'s approval the wife decided to return to her mother in the country.

His friend (Mr. d'Almada) in correspondence had alleged that, after the interview with the S.C.A., the wife of her own accord decided to go to her mother.

Back to Mother. Anyway, Mr. Lo commented, the fact remained that she did go to her mother and only recently returned to Hong Kong. From July, 1928, until May 10, 1930, when Mr. Lo wrote to Mr. d'Almada, defendant made no remittance to his wife, and made no inquiries about her. She might have been dead for all he cared. In fact, he hoped that she would die.

Speaking about the amah, Ah Siu, Mr. Lo said that she had been in complainant's parents' household since the latter was a child and when she got married went to stay at her house as her personal attendant. Having looked after complainant all this year, naturally, Ah Siu loved her and was very much worried at the latter's troubles.

In the 2nd moon of 1928, Ah Siu went to visit her sisters working at another house. They, too, had known the complainant from childhood and inquired about her. Ah Siu spoke the truth and told them what she thought, was the cause of all this trouble.

The Amah "Sacked." The master of this house, who was defendant's friend, overheard the conversation and reported to defendant. The result was that defendant came home at 1 a.m., with a prostitute from Kennedy Town and challenged the amah, who admitted that she had spoken about her. There and then defendant dismissed the amah and she had to leave in the middle of the night.

Since the departure of the amah, the complainant had remained unprotected in the house, until she could bear her ill-treatment no longer and decided to commit suicide.

Definition of Desertion. Before calling evidence, Mr. Lo dealt with the legal definition of desertion. He said that it would not avail a man to say "I invited you to come back, you won't, so you have deserted yourself." "Desertion," Mr. Lo read from authority, "is not withdrawal from a place, but withdrawal from a state of things." In support of which he claimed was a parallel with the present one. The case was adjourned.

"DOGGED" THIEF.

Mania for Stealing Canines.

THE CAPTOR BITTEN.

The mysterious disappearance of several valuable dogs for some time past, from residents in Kowloon, including a water spaniel belonging to Mr. D. S. Burlingham, D.S.P., and which has not been traced yet, was brought to light at the Kowloon Magistracy this morning. An unemployed Chinese was charged before Mr. T. S. Whyte-Smith with the theft of a Chow dog, the property of Mr. C. K. Li, a dispenser, residing at 95, Parkes Street.

Accused pleaded "not guilty." Chase and Struggle. Divisional Inspector Marks stated that the dog was seen yesterday morning, by Mr. G. A. Bond, of the A.P.C., who went up to him to remonstrate the thief for cruelty. The man then dropped the string which he tied round the dog's neck and bolted. Mr. Bond on noticing the dog was his friend's living just round the corner in Nanking Street, chased the accused and caught him. Accused struggled with him and bit his finger. With the aid of a Chinese detective the accused was taken to the complainant's house, where the owner recognised the dog.

Magisterial Sympathy. His Worship pointed out that he really felt sorry for a person losing a dog, as it was not the value that counted so much as love for the animal, whether it was a valuable one or not. Sentence of three months' hard labour was passed.

CONTRACTOR SUED. Judgment Given in Defendant's Absence. HOTEL NATHAN CASE. The On Ping firm sued Ching Man-po, of the Hotel Nathan, this morning at the Summary Court, before Mr. Justice J. R. Wood, for the recovery of \$320.80 being balance due for work done and materials supplied.

Plaintiffs were represented by Mr. A. E. Hall, and the defendant was not present in Court. The debt was proved by a part of the plaintiff firm in the absence of the defendant. He said that the work was in connection with fixing iron railings and water pipes. Defendant contracted for the work, and he requested plaintiffs to carry out the order and to charge it up to him. A bill was accordingly sent. Defendant did not dispute the amount, but so far he had failed to pay. Judgment was given to plaintiffs with costs.

The management of the Po Hing Theatre, Nathan Road was the subject of criticism by Mr. Whyte-Smith at the Kowloon Magistracy this morning, when he imposed a fine of \$50 on Chau Wai, manager of the theatre, on a summons for allowing the "gangways" of the house to be crowded at 11.15 and 11.55 p.m. on May 1.

Defendant said that it was crowded because people were leaving. There were some seats empty when the Sergeant went to see the place, but owing to the lack of "boys" the people could not be conducted to their seats.

His Worship pointed out that it was a very bad arrangement to have people standing at the doors when there were seats vacant!

THEATRE MENACE.

Dangerous in Case of Fire.

"GANGWAYS" CROWDED. The management of the Po Hing Theatre, Nathan Road was the subject of criticism by Mr. Whyte-Smith at the Kowloon Magistracy this morning, when he imposed a fine of \$50 on Chau Wai, manager of the theatre, on a summons for allowing the "gangways" of the house to be crowded at 11.15 and 11.55 p.m. on May 1.

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Ten Years Ago

[From the "China Mail," May 29, 1920.]

To-day's dollar is worth 4/13d.

A daring robbery took place at the General Post Office between midnight and five o'clock this morning, when the Parcel Department was entered through the ventilator of a window facing the lane which lies to the west of the building. Landing on a wire cage, the intruders were faced with the difficulty that the space between the window and the wire grating was very narrow. This was somehow squeezed through. The rest was easy. A jemmy opened the padlock which fastened the door of the cage. Some of the parcels were ripped open, and in the mail sorting department, a safe was tried but not opened. In the Sheriff's safe, which the thieves succeeded in opening, a sum of \$800 in silver was stolen. The robbers also broke through to the Postmaster's Office but their efforts to open the big safe proved futile.

SPORTING PRINCE.

Journey by Air, Horse and Motor Car.

VISITS HIS ESTATES.

Rugby, Yesterday. The Prince of Wales, who is an experienced airman and makes frequent use of his private Moth aeroplane for journeys in Britain, flew to-day to visit his estates in Cornwall and Devon. On arrival at Okhampton, the Prince was accorded a warm reception, many horsemen and horsewomen being present. The Prince was not dressed for riding but asked for a mount and at once went for a gallop over the moors before proceeding on the journey by motor car.—British Wireless Service.

CANBERRA TANGLE.

Senate's Tiff with the Government.

GENERAL ELECTION THREAT.

Canberra, Yesterday. By 22 votes to 7 the Senate rejected the Government's proposition, which is to be decided by means of a referendum. The Government intimated recently that if the Senate obstructed the Government business, the latter was likely to request the dissolution of Parliament, followed by a General Election and a referendum simultaneously.—Reuter.

K.C.C. CONCERT.

The concert arranged for Saturday night at the Kowloon Cricket Club promises to be an entertainment of outstanding variety. The Kai-Tack Folies are making their first public appearance in Kowloon and are rehearsing a programme of considerable merit.

In addition to the "Aeros Dance Band", there will be songs, sketches, and novelty numbers. The concert is timed to start at 9.15 p.m., and the public are requested to be in their seats on time as not one item should be missed as there are no "dud" turns.

For the sum of one dollar one of the finest shows ever put on by the K.C.C. will be seen.

NO REDUCTION OF THOMAS'S SALARY.

(Continued from Page 1.)

A New Problem.

They were facing a totally new problem and the Lord Privy Seal Mr. J. H. Thomas, had done an enormous amount of work to relieve the situation.

He detailed some of the schemes put in hand and asked if they could not, in face of the special growth of unemployment, undertake em-



Mr. S. Baldwin.

phatic measures to tide over the period which every authority which had been consulted agreed was temporary. As soon as confidence was restored orders now withheld would be placed, and they were just as likely to have a period of immediate boom. In the provision of large schemes municipalities were held up sometimes by technical difficulties, and he asked if the parties in the House of Commons could not join measures to expedite such work. Municipalities also might be encouraged to do more than at present, and the Government proposed to summon a conference of representatives of municipal authorities. The question of unemployment might well become a subject for co-operative action.—British Wireless Service.

Possible dangers of an extension to the whole country of the Carlisle system of State ownership of the liquor trade were pointed out by Sir Edgar Sanders, in evidence before the Licensing Commission.

CANTON NEWS.

Statue of Dr. Sun Yat-sen.

HEALTH PROBLEMS.

Canton, Yesterday. As previously intimated, the bronze statue of Dr. Sun Yat-sen destined for Canton arrived here yesterday on the Sai On in the care of Mr. Ng Cheong, a Director of the Whampoa Military Academy, who was recently called to the Capital by President Chiang.

National Law College. According to an order of the Judicial Yuan, the name of the local Law College is now changed to that of the Kwangtung National Law College, with Mr. Yiu Lye-sow as President. The College will henceforth be under the direct control of the Judicial Ministry and its upkeep will be borne by the Central Government.

Local Fire Brigade Parade. A parade in which the full force of the Canton Fire Brigade will take part, has been announced by its chief, Mr. Chan Mak-hong, to take place at the recreation grounds of the Sun Yat-sen University at noon on Saturday.

Public Health Bureau. In view of the heat and the tendency of the people to buy cold drinks from hawkers and unlicensed sellers, Director Ho Chi-cheong of the Bureau of Public Health has forbidden the sale of cold drinks by hawkers and unlicensed stalls.

Another important regulation forbids the manufacture of bean-curd. Licence for the making of the curd will only be issued by the bureau to such as can satisfy it by meeting the various sanitary regulations.—Canton News Agency.

KING'S ILLNESS.

Definite Improvement Reported.

Rugby, Yesterday. Definite improvement is reported to-day in the condition of the King, who is suffering from a painful though localized rheumatism of the right hip. His Majesty is receiving massage treatment under the direction of his physician, Lord Dawson. It is announced that the King will be unable to accompany the Queen when she attends the Royal Military Tournament to-morrow.—British Wireless Service.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions. To-morrow—Tea and Dinner Dances at Hong Kong Hotel, 4.30 and 8.30 p.m. respectively. To-morrow—H.K.V.D.C. dinner, Volunteer Headquarters, 8 p.m. Entertainment. To-day — Queen's Theatre. "The Idle Rich." To-day — Star Theatre. "The Girl on the Barge." To-day — World Theatre. "Tide of Empire", 6.15 and 9.20 p.m.; "The Great Success" (Chinese picture), 2.30 and 7.15 p.m. To-day — Majestic Theatre; "The Patriot." Home Mail. To-morrow—Outward for Europe via Marseilles (Suva Maru), 6 p.m. Land Sales. June 2—At P.W.D. Offices, two lots of Crown land at Mong Kok Tsui and Kennedy Road, respectively, 3 p.m.

Sports. See Special Sports Diary on page 4.

Meetings. To-morrow—Union Insurance Society of Canton, Ltd., 11 a.m.; China Fire Insurance Co., Ltd., 11.15 a.m.; British Traders' Insurance Co., Ltd., 11.20 a.m. respectively. Miscellaneous. To-morrow—Presentation to Mr. Ralph by members of St. John Ambulance Brigade, Hong Kong Hotel, 6.15 p.m.

May 31—Opening of Hong Kong Flying Club's Premises, 4 p.m. June 4—Ladies' Whist Drive, Police Recreation Club, 3.30 p.m.

RADIO.

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 855 metres:—

6.30 p.m.—Auntie Letty and Auntie Joy will entertain the Children.

6.30-8 p.m.—Programme of Columbia Records by courtesy of Anderson Music Company:—

6.30 p.m.—"Bitter Sweet" (Noel Coward), Columbia Light Opera Company with Orchestra.

6.38 p.m.—"Faery Song, from 'The Immortal Hour'" (F. MacLeod & R. Boughton), "The Minstrel" (Helen Taylor & Easthope Martin), William Heseltine, Tenor with Orchestra.

6.44 p.m.—"Zip Zip" (Byron Brooke), "Whispering Pines" (W. Byrne), Sir Dan Godfrey, conducting the Bournemouth Municipal Orchestra.

6.50 p.m.—"He's Tall, Dark and Handsome" (Tobias & Sherman), "Virginini" (Bryan, Shuster & Phillips), Sophie Tucker, Comedienne with Ted Shapiro, and His Orchestra.

6.56 p.m.—"New Sullivan Selection" (arr. Dan Godfrey), H.M. Grenadier Guards, conducted by Capt. George Miller.

7.04 p.m.—"From the Canebrake" (Gardner), "Estrellita" (M. Ponce), Violin Solo by Albert Sammons (at the Piano, Gerald Moore).

7.10 p.m.—"Will o' the Whispers" (Gerahwin & Gerahwin), "This Year of Grace" (Coward), Norah Blaney, Comedienne with Piano.

7.16 p.m.—"Antia" (Pollack & Clare), "Progressions" (Len Filla), Banjo Solo by Len Filla (Sir Bright at the Piano).

7.22 p.m.—"The Thistle" (Myddleton, arr. Winterbottom), H.M. Grenadier Guards, conducted by Capt. George Miller.

7.30 p.m.—"The Bing Boys Are Here" I Stopped; "I Looked; I Listened"; "The Bing Boys Are Here" Another Little Drink "Wouldn't Do Us Any Harm"; Trio: Violet Lorraine, Alfred Lester and George Robey.

7.38 p.m.—"Petite Suite De Concert" (S. Coleridge-Taylor), New Queen's Hall Light Orchestra.

7.46 p.m.—"Petite Suite De Concert, No. 2 & 4" (S. Coleridge-Taylor), New Queen's Hall Light Orchestra.

7.54 p.m.—"Fighting Strength" (Herbert Jordan), "Radio, Quick March" (Herman Peckling), Regimental Band of H.M. Grenadier Guards.

8 p.m.—Chinese Programme. 8 p.m.—Weather Report. 10.30 p.m.—Close Down.

CONSIGNEE'S NOTICES.

Consignees of Cargo ex S.S. "Encarnacion" are reminded to take delivery of their goods which will be subject to re-shipment by May 30. Consignees of Cargo ex S.S. "Damian" are reminded to take delivery of their goods which will be subject to re-shipment by May 30.

NEW ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FORTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 18th June, 1930, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 11th June to 2nd July, 1930, both days inclusive. By Order of the Board, JARDINE, MATHESON & CO., LTD., General Managers. Hong Kong, 28th May, 1930.

HERIOTONIANS.

HERIOTONIANS — To enable JUNE DAY to be celebrated in the traditional way it has been decided to hold a dinner at the Hong Kong Hotel Roof Garden on Monday, June 2, at 8 p.m. All HERIOTONIANS are requested to communicate with A. N. Braude, c/o H.K. Telephone Co.

ROUND THE CINEMAS.

"The Idle Rich" at the Queen's.

AN INNOVATION.

William de Mille started an innovation for realism in movie doors when he planned the sound production of "The Idle Rich," Metro-Goldwyn-Mayer's all-talking comedy, adapted from the famous stage hit, "White Collars," now playing at the Queen's Theatre. A door that opens and shuts without its customary 'click,' he says, "is just as obsolete as the actor who talks without saying anything."

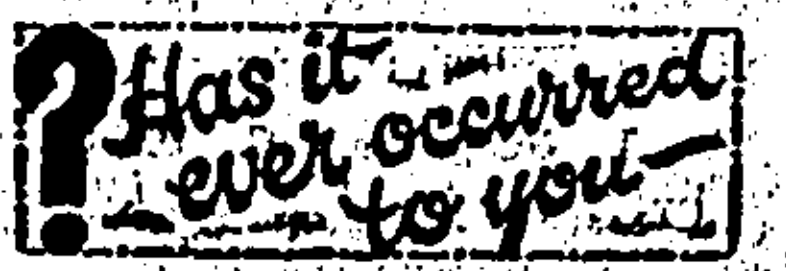
So now the construction department is busy playing locksmith on all the stage settings, since talking pictures and sound stages have upset all the old methods of picture-making. "The Idle Rich," boasts a notable cast headed by Conrad Nagel, Bessie Love, and Lella Hyams. Others in the production are Robert Ober, Kenneth Gibson, James Neill, and Edythe Chapman.

NEW SONGS!

Look out for several new song hits!

They will be sung, played, and danced to in "Puttin' on the Ritz," the United Artists all-dialogue musical extravaganza starring Harry Richman, the attraction at the Queen's Theatre on Sunday. Several of the songs were written especially for the picture by Irving Berlin, who fashioned them with the style and delivery of the versatile Richman in mind.

Richman sings all of them, the orchestra of the theatre, in which Richman, as the principal character, makes his first hit, will play them, and an especially selected and trained chorus will dance to their strains. "Puttin' on the Ritz" is an original story by John W. Considine, jun., and was directed by Edward Sloman. Joan Bennett plays opposite the star and James Gleason, Lilyan Tashman, Allen Pringle, Purnell B. Pratt, Richard Tucker, Eddie Kane, and others are prominent in the cast.

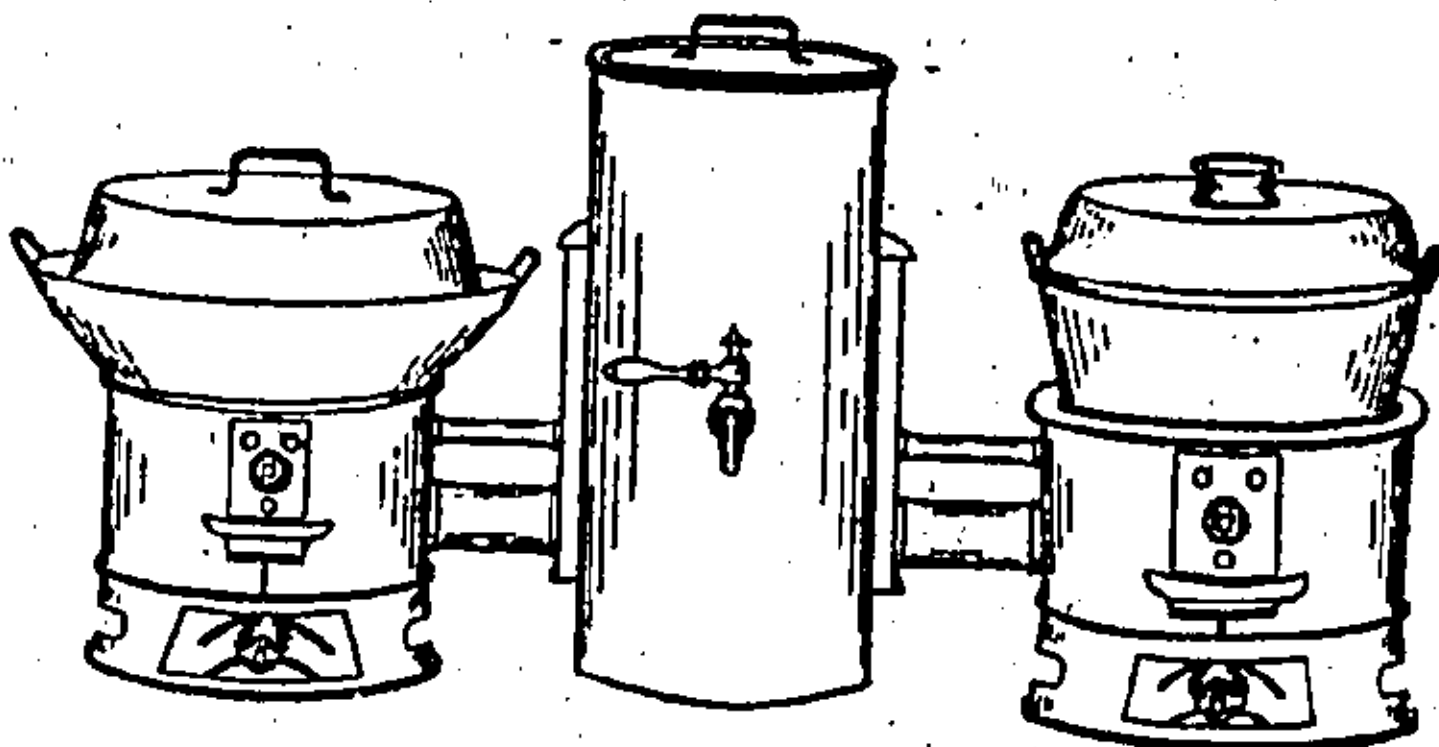


WHY MEN RAISE THEIR HATS?

MAN is ever a slave to convention. Although he loudly bemoans the fact that he is forever raising his hat when meeting a lady, or when entering a house, no gentleman ever fails to do so, because convention decrees that he should. One wonders what he would say if he had lived in the good old Mediaeval days when helmets were the fashion. It must have been a difficult task to "do" a helmet, for it was an elaborate affair, often bedecked with plumes, and was designed to protect the wearer from any kind of danger which might befall him. That is why he had to remove it on entering the house of a friend, to show that he considered himself free from all danger.

Likewise the Cavalier in "good King Charles' golden days" found it difficult to remove his hat without ruffling his beautiful long curls. The modern man is lucky; he has none of these inconveniences. His hat is not only a fashion case, but a shield against the sun, rain, and wind. It is a necessity of life, and a man who does not wear one is a disgrace to his race.

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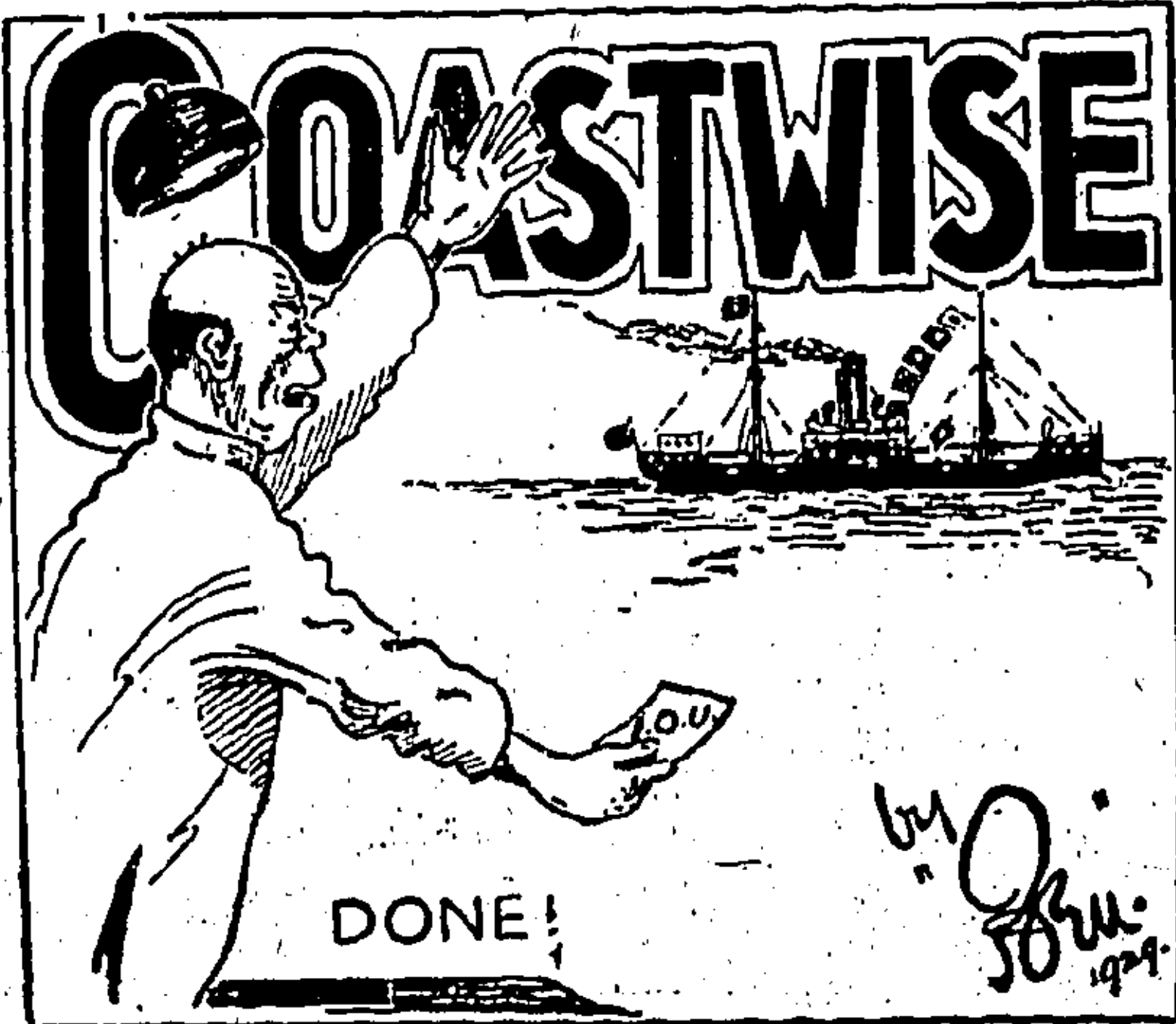
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Sport Columns

LAWN TENNIS LEAGUE.

Royal Engineers' Surprise Defeat.

SOUTH CHINA DOWN AGAIN.

The big surprise in a full programme of tennis yesterday was the defeat of the Royal Engineers by Craigengower. The S.C.A.A., holders of the "C" Division Shield, went down again, this time to the C.R.C. Other matches resulted fairly well according to form. Complete results of the games are appended.

"B" DIVISION.

S.C.A.A. v. Club de Recreio.
On their own ground the South China A.A. lost to the Club de Recreio by seven sets to two.
S. W. Wong and D. K. Lam (S.C.A.A.):—
beat A. A. Noronha and J. B. Goncalves 6-1
lost to A. V. Gossain and A. A. Remedios 3-6
lost to H. A. Barros and T. J. Remedios 2-6
L. T. Bik and S. K. Ng (S.C.A.A.):—
lost to A. A. Noronha and J. B. Goncalves 4-6
lost to A. V. Gossain and A. A. Remedios 1-6
lost to H. A. Barros and T. J. Remedios 2-6

O. S. Chan and Y. W. Lee (S.C.A.A.):—
beat A. A. Noronha and J. B. Goncalves 6-4
lost to A. V. Gossain and A. A. Remedios 2-6
lost to H. A. Barros and T. J. Remedios 3-6
E.Y.M.C.A. v. M.B.K.
On their own ground the European Y.M.C.A. was defeated by the M.B.K. by seven sets to nil. Two sets were left unplayed on account of falling light.
T. J. Price and E. R. Price (Y.M.C.A.):—
lost to T. Fujimori and T. Imura 6-2
lost to N. Hayase and T. Ena 6-2

Gray and Keyserling (Y.M.C.A.):—
lost to T. Fujimori and T. Imura 6-2
lost to S. Fukushima and K. Matsui 6-2
lost to N. Hayase and T. Ena 6-1
Punchoon and Hast (Y.M.C.A.):—
lost to S. Fukushima and K. Matsui 11-9
lost to N. Hayase and T. Ena 8-6
C.C.C. v. R.E.S.C.

Playing at home, Craigengower C.C. created a surprise by winning by the odd set. The scores were:
J. W. Leonard and Y. Hachiuma (C.C.C.):—
beat Col. Skinner and Col. Wyatt 6-3
beat Major Tosh and Capt. de Linde 9-7
beat Major Kerrie and S/M. Atkinson 6-3
G. Lia and A. Kitchell (C.C.C.):—
lost to Col. Skinner and Col. Wyatt 5-7
lost to Major Tosh and Capt. de Linde 5-7
beat Major Kerrie and S/M. Atkinson 9-7

H. J. Howard and W. J. Howard (C.C.C.):—
lost to Col. Skinner and Col. Wyatt 4-6
beat Major Tosh and Capt. de Linde 6-0
lost to Major Kerrie and S/M. Atkinson 8-10

C.R.C. v. H.K.C.C.
At Causeway Bay, the Chinese R.C. won by 8 sets to 1. The scores were:
C. Chou and H. Lo (C.R.C.):—
beat G. Miskin and R. H. Wild 6-2
beat T. G. Bennett and L. T. Ride 6-2
beat T. C. Monaghan and J. A. Summers 6-3

F. K. Lau and W. C. Cheung (C.R.C.):—
beat G. Miskin and R. H. Wild 6-1
beat T. G. Bennett and L. T. Ride 6-2
lost to T. C. Monaghan and J. A. Summers 4-8

W. C. Hung and C. C. Chiu (C.R.C.):—
beat G. Miskin and R. H. Wild 7-5
beat T. G. Bennett and L. T. Ride 6-1
beat T. C. Monaghan and J. A. Summers 6-3

I.R.C. v. C.S.C.C.
The Indians visited C.S.C.C. and scored an easy victory with the scores:
A. A. Rumjahn and S. H. Ismail (I.R.C.):—
lost to J. Barrow and D. M. MacDougall 2-6
beat J. A. Bendall and F. Bradley 6-8
beat J. W. Balfour and R. K. Valentine 6-1

J. S. A. Currie and S. A. Hussain (I.R.C.):—
beat J. Barrow and D. M. MacDougall 6-3
beat J. A. Bendall and F. Bradley 6-2
beat J. W. Balfour and R. K. Valentine 6-1

A. H. Madar and O. Ismail (I.R.C.):—
lost to J. Barrow and D. M. MacDougall 6-2
beat J. A. Bendall and F. Bradley 6-1
beat J. W. Balfour and R. K. Valentine 6-3

At Pokfulam, the visitors won by five sets to four. The scores were:
L. Forster and D. K. Sanj (University):—

lost to L. Jack and F. Hambly 7-9
beat A. Mackintosh and F. B. Grose 6-2
beat A. T. Lee and W. M. Gittins 6-4
Y. P. Ng and G. E. Yeoh (University):—
lost to L. Jack and F. Hambly 3-6
lost to A. Mackintosh and F. B. Grose 1-6
lost to A. T. Lee and W. M. Gittins 6-8
F. Y. Khoo and T. K. Lien (University):—
lost to L. Jack and F. Hambly 4-6
beat A. Mackintosh and F. B. Grose 6-4
beat A. T. Lee and W. M. Gittins 6-4

"C" DIVISION.

Nippon Club v. German T.C.
Playing on their own ground the Nippon Club defeated German T.C. by 5 sets to 4.
T. Ishibashi and Kawano (Nippon Club):—
lost to Schmidt and Schorter 2-6
beat Fischer and Meidt 6-4
beat Precht and Schuldt 6-4

Takemasa and Inaoka (Nippon Club):—
beat Schmidt and Schorter 7-5
beat Fischer and Meidt 6-0
lost to Precht and Schuldt 2-6
Hata and Sato (Nippon Club):—
lost to Schmidt and Schorter 7-9
beat Fischer and Meidt 6-0
lost to Precht and Schuldt 4-6

Club de Recreio v. University.
On their own ground the Club de Recreio scored a 7-2 victory over the Hong Kong University.
A. V. Remedios and L. A. Ribeiro (Recreio):—
beat H. P. Khoo and P. P. Khoo 6-2
beat K. K. Khoo and Y. K. Ng 6-3
beat H. L. Tsai and Y. L. Pau 6-3

J. H. Figueiredo and M. Oliveira (Recreio):—
lost to H. P. Khoo and P. P. Khoo 1-6
beat K. K. Khoo and Y. K. Ng 6-3
lost to H. L. Tsai and Y. L. Pau 0-6
G. A. Noronha and L. A. Rocha (Recreio):—
beat H. P. Khoo and P. P. Khoo 6-0
beat K. K. Khoo and Y. K. Ng 6-0
beat H. L. Tsai and Y. L. Pau 6-3

K.I.T.C. v. H.K.C.C.
Playing at home the K.I.T.C. lost to H.K.C.C. by eight sets to nil. One set was left undecided on account of falling light. The scores were:
Lal and Firdos Khan (K.I.T.C.):—
lost to Divett and Bradley 10-8
lost to Black and Parker 6-4
lost to Gordon and Bowker 12-10

Feroz Ali and Mahan Singh (K.I.T.C.):—
lost to Divett and Bradley 11-9
lost to Black and Parker 6-8
Jehan Dad and Iqbal Singh (K.I.T.C.):—
lost to Divett and Bradley 6-0
lost to Black and Parker 5-3
lost to Gordon and Bowker 6-4

This match was played at Happy Valley and resulted in an easy victory for the Sookumpoo men. The scores were:
H. Freeman and G. S. Mitchell (C.S.C.C.):—
lost to O. Hoosen and D. Mohammed 2-6
lost to A. R. Minu and S. A. R. Bux 6-8
lost to J. S. Ackbar and N. B. Kitchell 5-7

J. Peggelly and F. Savage (C.S.C.C.):—
lost to O. Hoosen and D. Mohammed 4-6
lost to A. R. Minu and S. A. R. Bux 3-6
lost to J. S. Ackbar and N. B. Kitchell 2-6

T. Armstrong and G. H. Fowler (C.S.C.C.):—
lost to O. Hoosen and D. Mohammed 2-6
lost to A. R. Minu and S. A. R. Bux 5-7
lost to J. S. Ackbar and N. B. Kitchell 6-8

K.C.C. v. Filipinos.
At King's Park, the K.C.C. scored a 6-3 win over the Filipino Club, the scores being:
R. B. Jackson and H. J. Chuff (K.C.C.):—
beat D. Leonard and W. Ogley 6-3
lost to J. M. Cruz and T. Leonard 4-6
beat M. Ruel and T. Bautista 6-2

W. Brown and G. C. Burnett (K.C.C.):—
beat D. Leonard and W. Ogley 6-8
lost to J. M. Cruz and T. Leonard 4-6
beat M. Ruel and T. Bautista 6-3

N. A. E. Mackay and G. Hodley (K.C.C.):—
beat D. Leonard and W. Ogley 7-5
lost to J. M. Cruz and T. Leonard 4-8
beat M. Ruel and T. Bautista 7-5

OLYMPIC GAMES.

Keen Contests Between
China & Japan.

LUM DEFEATED.

Tokyo, Yesterday.
At the Olympic games, in the women's tennis, Lucy Lee and Gloria Lee beat Mrs. Asabuki and Miss Kobayashi 6-4, 3-6, 7-5. In the men's doubles Yamagishi and Shimura beat Lum and Khoo 6-2, 6-2, 5-7, 8-5. Khoo's fine volleying and the brilliant net play of both Chinese were features of the third and fourth sets.

In baseball China defeated the Philippines, and in the men's volleyball ball China also beat the Philippines 22 to 20 and 21 to 15, reversing the former meeting, which threatened a tie in the volleyball division.

In the women's volleyball Japan beat China 21 to 3 and 21 to 7. In swimming Japan made a brilliant start, taking all places in the 1,500 yards, free style, and winning the relay. The Chinese failed to get a place or to qualify for the four championship events.

Three records were smashed and a fourth was tied. At basket ball the Philippines beat China 48 to 43. At half time China led 30 and 15, but succumbed to the Filipinos' great rally in the second half. Tong scored 21 points, and was China's "star".—Reuter.

C.R.C. v. S.C.A.A.

Playing at home, the Chinese Recreation Club won by the comfortable margin of seven sets to two. The scores were:
P. F. Choy and K. C. Ng (C.R.C.):—
beat F. N. Wong and K. S. Siow 6-4
beat K. H. Chan and K. M. Chan 6-0
beat H. K. Ho and K. F. Lui 6-1

L. F. Hon and K. K. Ip (C.R.C.):—
lost to F. N. Wong and K. S. Siow 3-6
beat K. H. Chan and K. M. Chan 6-2
beat H. K. Ho and K. F. Lui 6-2

M. K. Lau and T. L. Lu (C.R.C.):—
beat F. N. Wong and K. S. Siow 3-3
beat K. H. Chan and K. M. Chan 6-1
lost to H. K. Ho and K. S. Siow 4-6

MIXED DOUBLES.

I.R.C. v. L.R.C.
The Indians started their mixed doubles season well by beating the Ladies Recreation Club at Sookumpoo by nine sets to nil. The scores were:
Mrs. McCaw and C. A. L. Ramjahn (I.R.C.):—
beat Mrs. Fischer and N. L. Ralton 6-0
beat Mrs. Flaiss and H. Nijhoff 6-3
beat Mrs. Etherington and Capt. Etherington 6-2

Mrs. Gull and H. D. Ramjahn (I.R.C.):—
beat Mrs. Fischer and N. L. Ralton 6-0
beat Mrs. Flaiss and H. Nijhoff 6-3
beat Mrs. Etherington and Capt. Etherington 6-1

Miss R. Ramjahn and S. A. Ramjahn (I.R.C.):—
beat Mrs. Fischer and N. L. Ralton 6-2
beat Mrs. Flaiss and H. Nijhoff 6-4
beat Mrs. Etherington and Capt. Etherington 9-7

LEAGUE TABLES.

The positions in the League to date are:—"A" Division.

	P.	W.	L.	Pts.
Indian R.C.	2	2	0	2
Chinese R.C.	1	1	0	1
Hong Kong C.C.	2	1	1	1
M.B.K.	1	0	2	0
South China A.A.	2	0	2	0
Kowloon C.C.	0	0	0	0

	P.	W.	L.	Pts.
Chinese R.C.	6	5	0	6
Indian R.C.	5	5	0	5
R.E. Sports Club	4	3	1	3
Craigengower C.C.	4	3	1	3
Club de Recreio	4	3	1	3
United Services R.C.	4	2	2	2
Kowloon C.C.	4	2	2	2
M.B.K.	4	2	2	2
South China A.A.	3	1	2	1
Hong Kong C.C.	4	1	3	1
Civil Service C.C.	5	1	4	1
Nippon Club	4	1	3	1
University	6	1	5	1
European Y.M.C.A.	5	0	5	0

	P.	W.	L.	Pts.
Chinese R.C.	5	5	0	5
University	5	4	1	4
Indian R.C.	4	3	1	3
South China A.A.	5	3	2	3
Club de Recreio	5	3	2	3
Hong Kong C.C.	5	3	2	3
Nippon Club	3	1	2	1
Kowloon L.T.C.	4	1	3	1
Civil Service C.C.	5	1	4	1
Kowloon C.C.	5	1	4	1
German T.C.	6	1	5	1

K.C.C. Teams for Saturday.
The following will represent the Kowloon Cricket Club in the "A" Division against the Hong Kong Cricket Club on the latter's ground:—
E. C. and E. F. Fincher; G. Bodiker and W. Hyde; T. Lay and E. Guest.

The following have been selected to play for the "B" team against the Civil Service Cricket Club at Kowloon:—
Jack and Hambly; McIntosh and Gross; Gittins and A. T. Lee.

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THE GIRL WHO ENJOYS LIFE.

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"From the age of fourteen I suffered from a most obstinate form of anaemia," states Mrs. Brown. "During those years of misery I was constantly having medical attention, but all to no permanent avail. I often had throbbing headaches, and was so weak that mother had to take me away from school. So things went on until I reached the age of eighteen. I always felt ill and depressed. It was at the suggestion of a friend that I tried Dr. Williams' Pink Pills. There was soon an improvement, and by the time I had taken the third box of the Pills I was a changed girl, all my ailments had vanished. I am now quite well and able to thoroughly enjoy life."

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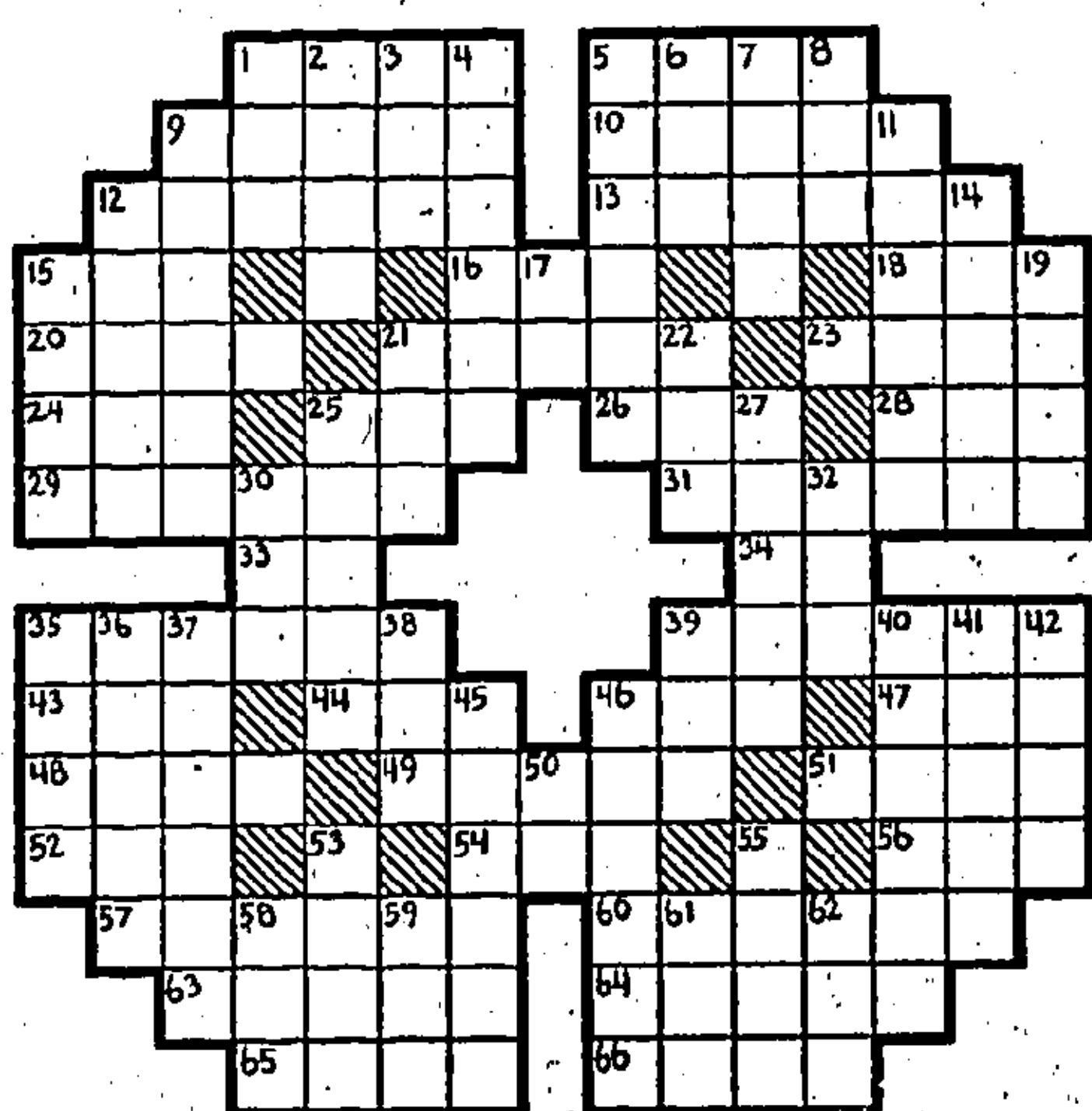
POWER
HOUSE,
TUGS &
LOCOS

THE KAILAN MINING ADMINISTRATION.
Head Office:—TIENTSIN.

Agents:—DODWELL & CO., LTD., Hong Kong.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Street wanderer
- 9-Feminine name
- 9-A fruit
- 10-Approaches
- 12-Select with the hand
- 13-Pierced with a lance
- 15-Twelve dozen (abbr.)
- 16-The swell of the ocean
- 18-Earlier than
- 20-Jump
- 21-Fragment
- 23-Part of a ship
- 24-Evan (contr.)
- 25-Exit
- 26-A large deer
- 28-Prefixed beside
- 29-Same as "insure"
- 31-To drive mad
- 33-Smallest State of U. S. (abbr.)
- 34-Pronoun
- 35-Border
- 39-Border
- 43-Large serpent
- 44-A river in Poland
- 46-A diving bird
- 47-Fish eggs
- 48-A whirl of water or air

HORIZONTAL (Cont.)

- 49-Product
- 51-Carpenter's tool (pl.)
- 52-A fox (Eng.)
- 54-A condition one side of house
- 57-Parting to a meter
- 60-Procure
- 63-To cleanse by wash
- 64-Sheds tears
- 65-Digits
- 66-A month (abbr.)

VERTICAL

- 1-A constellation
- 2-File down
- 3-Apostles (abbr.)
- 4-Feminine name
- 5-To entwine
- 6-Meadow
- 7-Lean
- 8-Part of a circle
- 9-Distinctive sounds
- 11-Percolated
- 12-A color
- 14-To adjust, as folds of a skirt
- 15-Mirth

VERTICAL (Cont.)

- 17-Electrical Engineer (abbr.)
- 19-Ireland (post.)
- 21-Prefixed before
- 22-A tree
- 25-A constellation
- 27-A canoe of Arctic America
- 30-Ending of nouns of action
- 32-The (German)
- 35-Aid
- 36-A city on the Dead Sea (Bible)
- 37-Device for ascending
- 38-Compensate
- 39-Mire
- 40-Freely
- 41-Native of Iowa
- 42-Home of birds
- 45-A brother's daughter
- 46-Permits
- 50-The (Spanish)
- 53-A river in Italy
- 55-Gait
- 56-Small bird
- 59-Suffix to denote "quality"
- 61-Insect
- 62-Skillful

HOME RACING.

Probable Field for the Derby.

LATEST BETTING.

London, Yesterday.
The following 23 horses that have accepted for the Derby comprise the probable field:—
Trews R. Dick
Sponger R. Perryman
Silver Flare Elliott
Sea Rover J. Grennan
Caerleon Weston
Ballyferis Canty
Cartello
Grand Salute G. Richards
Lansdowne
Diolite Cecil Ray
Bargany
Rustom Pasha Beary
Blenheim H. Wragg
Strong Bow Pat Beasley
Parthenon J. Leach
Noble Star H. Beasley
Seer
Tetragein
Iliad R. Jones
Adlon S. Donoghue
Scout II Joe Childs
Dick Swiveller
or Parenthesis Fred Fox

The Betting.
The latest betting is:—
4 to 1 agst. Diolite
7 to 1 agst. Rustom Pasha
100 to 9 agst. Silver Flare
100 to 7 agst. Trews
20 to 1 agst. Iliad
25 to 1 agst. Noble Star
—Reuter

The Favourite.
London, May 21.
Diolite is favourite for the Derby at 6-1.
Diolite is owned by Sir Hugo Hirst and won the 2,000 Guinea Stakes on May 7 from Paradise and Silver Flare in a field of 28. He is by Diophon out of Needle Rock, and had five outings as a two-year-old, winning three races, and being placed in both the others.

At Newbury Diolite ran third to Blenheim and Spring Maiden filly in the Manton Plate, and a few weeks later was beaten by two lengths in the Newmarket First Spring T.Y.O. Stakes.

The colt's first win was a fortnight later at Newmarket, where he won the Spring T.Y.O. Stakes (value £1,089) from Silvia and Grand Amour by two lengths, starting favourite.

He followed by winning the Coventry Stakes (£2,340) from Lovat Scout by a neck at Ascot. Later in the season at Goodwood, Diolite carried off the Molecomb Stakes, (value £2,080), beating Qurat-al-Ain and Grace Dalrymple. —Straits Times.

SHAMROCK V.

Beaten for the First Time at Ryde.

KING'S BAD LUCK.

London, Yesterday.
Sir Thomas Lipton's challenger, Shamrock Fifth, waiving her handicap after five victories, raced for the first time from scratch in the Royal Thames Yacht Club's regatta at Ryde and was beaten by A. A. Paton's Luilworth by 14 seconds over a course of 34 sea miles. Cambrisa was third, but the King's yacht Britannia was a long way behind. The weather was fine and the wind was light. —Reuter.

HOCKEY.

The following will represent the "Wanderers" against the H.K.S.R.A. to-day on the Marina ground at 5.30 p.m.—W. Borrowman, L. F. Nichol. (Continued at foot of next column.)

YESTERDAY'S SOLUTION



AUSTRALIAN'S BATTING STRENGTH.

OXFORD'S LEAN TIME

PONSFORD 220.

London, Yesterday.
Playing at Oxford to-day in the ninth match of their tour, the tourists at the close of play were in a formidable position. After their drawn match with Surrey at the Oval, it was refreshing to see that the toss was again won by the visitors. I. A. R. Peebles, who has been doing yeoman service for the 'Varsity this season, either struck an off-day or found the Aussies' batting too strong, because his bowling lacked sting and 406 runs were scored for the loss of only two wickets.

W. H. Ponsford followed up his 131 against Derbyshire by scoring a brilliant double century—the third of the tour, Don Bradman laying claims to the other two, and the eighth century scored by an Australian.

S. McCabe, the "baby" of the visiting side, scored 91 and was unlucky in not reaching his first century on English soil. The partnership between Ponsford and McCabe having been broken up, Allan Kippax stepped into the breach to put on over a hundred runs for the third wicket. At the close of play Ponsford was undefeated with 220 to his credit and Kippax 56.

Score:—
Australians: 406-2.

—Reuter.

Our Sports Diary

LOCAL

Lawn Tennis—To-day—
I.R.C. v. C.C.C. "B".

Saturday—"A" Division—
K.C.C. v. H.K.C.C., I.R.C. v. C.C.C., M.B.K. v. S.C.A.A.

"B" Division—Recreio v. Y.M.C.A., C.R.C. v. U.S.R.C., Nippon Club v. H.K.C.C., R.E.S.C. v. I.R.C., K.C.C. v. C.S.C.C., S.C.A.A. v. C.C.C.

"C" Division—Filipino Club v. C.R.C., University T.C. v. C.S.C.C., H.K.C.C. v. G.T.C.

Hockey—To-day—"Wanderers" v. H.K.S.R.A., Marina Ground, 5.30 p.m.

Lawn Bowls—To-day—Division I—Talkoo v. K.C.C.; C.C.C. v. Police R.C.; Second Division—C.S.C.C. v. C.C.C., 5.15 p.m.

Saturday—Division I—Kowloon Dock R.C. v. Civil Service C.C., C.C.C. v. Recreation, Police R.C. v. Kowloon C.C., Talkoo R.C. v. Kowloon B.G.G.; Division II—Recreio v. Craigengower C.C., C.S.C.C. v. H.K. Electric R.C., K.C.C. v. Royal H.K.Y.C., Kowloon B.G.C. v. Talkoo R.C.

Football—June 30—Annual Meeting of Football Association.

Rifle Shooting—May 30—Distribution of Prizes, Volunteer Headquarters.

Water Polo—June 2—Senior Division—Somerset v. Navy; Junior Division—Kowloon v. Heavy Battery.

June 4—Senior Division—R.A. v. V.R.C.; Junior Division—Somerset v. University.

Racing—June 4—Half yearly General Meeting of Voting Members of Jockey Club, 5.30 p.m.

June 7 and 9—Sixth Extra Race Meeting.

HOME

Golf—To-day to Saturday—Amateur Championship, St. Andrews.

Cricket—May 31-June 8—Test Trial Match, England v. The Rest, Lord's.

son, A. N. Other, L. A. R. Duncan (Capt.), Capt. J. R. Vedder, Sub-Lt. Petre, R.N., R. H. D. Wade, C. C. Francis, Capt. A. A. Nicholas, W. A. Nowers and T. J. Price.

TILDEN VICTORIOUS.

Surprise Defeat of Cochet and Eileen Bennett.

MIXED FINALS.

Paris, Yesterday.
In the mixed doubles final W. T. Tilden (America) and Fraulein Aussem (Germany) beat Cochet and Mrs. Whittingstall (nee Eileen Bennett).



Tilden.

Bennett) the champions in 1928 and 1929. 6-4, 6-4. The winners, who were partners at the Riviera throughout the winter, won without difficulty. Cochet was tired after his strenuous matches and Mrs. Whittingstall was just recovering from an illness. —Reuter.

EXCHANGES

TO-DAY'S QUOTATIONS.

On London—
Bank wire 1/4 %
Bank, on demand 1/4 11/16
Bank, 30 days' sight
Bank, 4 months' sight 1/4 13/16
Credits, 4 months' sight 1/5 %
Documentary, 4 months' sight 1/5 3/4
On Paris—
On demand 860
Credits, 4 months' sight 935
On Berlin—
On demand
On New York—
On demand 33 3/4
Credits, 60 days' sight 35 1/2
On Bombay—
Wire 93 1/2
On demand 93 1/2
On Calcutta—
Wire 93 1/2
On demand 93 1/2
On Singapore—
On demand 60
On Manila—
On demand 67 1/2
On Shanghai—
On demand 79 1/2
On Yokohama—
On demand 68
Gold Leaf, 100 fine (per tael)
Sovereigns (Bank's buying rate) 13.91
Silver (per oz.) 18
Bar Silver in Hong Kong 1/4 prem. nom.
Copper Cash Nominal.
Copper Cents 8% prem.
Rate of Native Interest 5% p.a.
Chinese Sub. Coin 24% dis.
Hong Kong Sub. Coin 1/4% dis.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.94
New York 4.86 1/16
Brussels 34.825
Geneva 25.115
Amsterdam 12.08 1/2
Milan 92.82
Berlin 20.365
Stockholm 18.105
Copenhagen 18.16
Oslo 18.16
Vienna 34.45
Prague 164 1/4

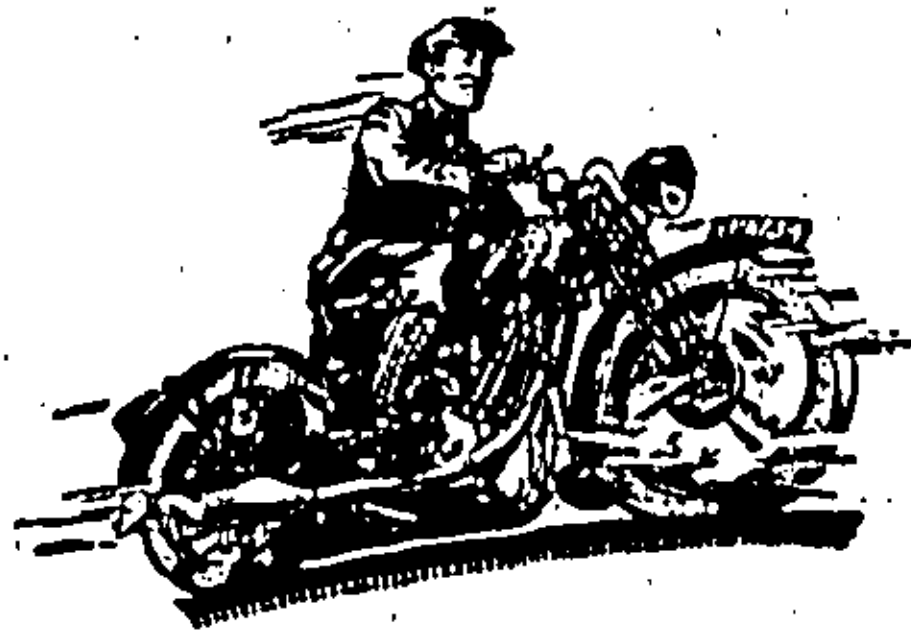
HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 29th May, 1930.

STOCK	Buy-ers	Sell-ers	Sales	Norm	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1475	...	...	...	Dec.	Final 21 s/c 1929 ex. 1/11-8-11-33 Feb. 24, 30
Chartered Bank	...	...	17 1/2	...	Dec.	Final 21 s/c 1929 ex. 1/11-8-11-33 Apr. 2, 30
Mercantile Bk., A.M.	...	...	39	...	Dec.	Final 21 s/c 1929 ex. 1/11-8-11-33 Apr. — 30
Bank of Asia	110	...	...	...	Dec.	25 for 1929 Feb. 24, 30
Insurance.						
Canton Ins.	...	350	...	...	Dec.	Final 27 s/c for 1929 ex. 1/11-8-11-33 May 16, 30
Union Ins.	409	498 1/2	...	...	Dec.	Final 27 s/c for 1929 ex. 1/11-8-11-33 Pending
China Underwriters	...	3.15	...	...	Dec.	None
China Fire Ins.	400	...	...	...	Dec.	Final 20 bonus 20 for 1929 ex. 1/11-8-11-33 Pending
H. K. Fire Ins.	940	...	...	...	Dec.	Interim 21 s/c 1929 ex. 1/11-8-11-33 Mar. 20, 30
Shipping.						
Douglases	...	...	22 1/2	...	Dec.	Last dividend for 1924
H. K. Steamboat	...	...	26 1/2	...	Dec.	21 s/c for 1929 ex. 1/11-8-11-33 Mar. 4, 30
Indo-China (Pref.)	...	...	48	...	Dec.	12 s/c ex. 22 s/c on preferred for 1924 and 1925 Jan. 19, 30
Shell Transports	...	...	40	...	Dec.	Final 21 s/c for 1929 ex. 1/11-8-11-33 Pending
Union Waterboats	...	89	...	...	Dec.	Final 20 Coupon No. 52 free 1/11-8-11-33 Jan. 6, 30
Mining.						
Benguet	7 1/2	...	...	...	Dec.	Interim 15 cents s/c 1929 ex. 1/11-8-11-33 Apr. — 30
Kailan Mining Ad. v.	...	...	41 1/8	...	June	Final 21 s/c free 1/11-8-11-33 Dec. 17, 29
Langkat (Comb.) v.	...	...	18.10	...	Oct.	Coupon No. 55 year 20-6-29 Pending
Sh'hai Exploration	...	...	1.15	...	Dec.	21 s/c for year 21-10-29
Loans	...	...	5.85	...	Dec.	None
Raubs	24	...	...	...	Mar.	Last dividend for 1929
Tropoh Mines	...	...	21 1/2	...	Dec.	Final 19 s/c year 21-3-30 Pending
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks	178 1/2	180	...	...	Dec.	20 for 1929 Mar. 13, 30
H. K. & W. Wharves	...	...	40 1/2	...	Dec.	Last dividend for 1924
China Provident	6	6.05 0	...	...	Dec.	Last dividend for 1924
Hongkew	...	...	205	...	Dec.	Final 21 s/c 1929 Mar. 31, 30
N. Engineering	8	...	...	...	Dec.	21 s/c for 1929 Feb. 25, 30
Shanghai Docks	...	...	189	...	Apr.	21 s/c for year 20-4-29 July 27, 29
Cotton Mills.						
Ewo Cottons	...	13 1/2	...	...	Dec.	Final 21 s/c 1929 Mar. 17, 30
Shanghai Cotton	...	...	86	...	Apr. and Oct.	21 s/c old for half year 21-4-29 new 30-4-29 Pending
Zoong Sings	...	...	10	...	June	21 s/c for year 21-3-29 Oct. 11, 29
Lands, Hotels & Buildings.						
H. K. & S. Hotels	13	13	...	...	Dec.	20 cents for 1929 Apr. 7, 30
H. K. Lands	90 1/2	90 1/2	...	...	Dec.	Final 21 s/c 1929 Feb. 19, 30
Shanghai Lands	965	...	...	...	Dec.	Final 21 s/c 1929 Mar. 12, 30
Humphreys	16 1/2	...	...	...	Dec.	20 cents for 1929 May 7, 30
H. K. Realities	10.90	...	...	...	Dec.	Final 10 cents s/c 1929 Mar. 24, 30
Chinese Estates	88	...	...	...	Feb.	24 for year 22-2-29 June 5, 29
Public Utilities.						
H. K. Tramways	20.40	20.40	...	...	Dec.	Final 50 cents s/c 1929 Mar. 13, 30
Peak Tram (old)	12 1/2	...	...	...	Apr.	21 s/c on old for year 21-4-29 new 30-4-29 June 7, 30
Star Ferries	86 1/2	86 1/2	...	...	Dec.	24 for 1929 Feb. 14, 30
China Light (old)	29.10	29.10	...	...	Sept.	Int. 21 s/c a/c yr. 20-9-30 May 12, 30
H. K. Electric	82	81 1/2	...	...	Dec.	22.50 for 1929 Mar. 12, 30
Macao	...	...	39	...	Dec.	None
Sandakan Lights	10	...	...	...	June	None
H. K. Telephones	13.85	...	...	...	Dec.	Final 10 cents s/c 1929 Mar. 15, 30
China Buys	10 1/2	...	...	...	Dec.	21 s/c for 1929 Feb. 31, 29
S'pore Trams (old)	16 1/2	16 1/2	...	...	Sept.	11 1/2 on preference shares Subject to income tax.
Industrials.						
China Sugars	...	1	...	...	...	In Liquidation.
Malayan Sugars	...	...	27	...	Dec.	Pa. 3 for 1925 Apr. 11, 29
Cald. Macq. Ord.	...	...	10.70	...	...	21 s/c for 7 months 1929 Apr. 30, 30
Canton Ice	...	...	2 1/2	...	July	None
Cement (comb.)	16.90	16.90	...	...	Dec.	21 cents on old for 1929 Mar. 19, 30
H. K. Ropes	8.90	...	...	...	Dec.	21 cents on new
United Asbestos	5	...	...	...	...	Last dividend for 1924
Stores, &c.						
Dairy Farms	20 1/2	27	...	...	Dec.	21 s/c for 1929 Mar. 14, 30
Watsons	12 1/2	...	...	...	Oct.	70 cents for year 21-10-29 Mar. 31, 30
Der A Wings	1	...	...	...	...	...
Lanc Crawfords	...	3.70	...	...	Feb.	Last dividend for year 22-5-29
Mackintosh	18	...	...	...	Feb.	25 for year 22-5-30 May 15, 30
Sincere	19 1/2	...	...	...	...	...
Wm. Powells	...	...	2.85	...	Feb.	25 cents for year 22-5-29 June 10, 29
Miscellaneous.						
H. K. Amusement	20 1/2	...	...	...	Mar.	22 s/c on preferred for year 21-5-29 on deferred Mar. 5, 29
H. K. Constructions	1.10	...	...	...	Dec.	None
B. Ind. G.S. Bonds	65%	...	...	...	...	...
H. K. Govt. Loans	9 1/2	...	...	...	...	Interest half yearly
Other.						
Helsingfors	193 1/2	...	...	...	...	Bombay 1/5 25/32
Madrid	39.805	...	...	...	...	Shanghai 1/4 3/4
Lisbon	108.25	...	...	...	...	Hong Kong 1/8 1/2
Athens	878	...	...	...	...	Yokohama 2/0 13/32
Bucharest	315	...	...	...	...	Silver Spot 18
Rio	5 55/64	...	...	...	...	Silver Forward 17 15/16
Buenos Aires	43 1/2	...	...	...	...	—British Wireless Service

MOTORISTS THIS IS YOUR PAGE

Greater Strength—Greater Safety—
Greater Comfort—Greater Value



RIDE ON A BACKBONE
OF FORGED STEEL

WHICH CHARACTERISES

1930

B. S. A.

1930 B.S.A.s with inclined engine now have a frame with a backbone of Forged Steel, giving super frame strength and rigidity. That is just one of the features which help to make 1930 B.S.A.s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flare front mudguard, etc.

Come and inspect the New Models in Stock.

THE SINCERE CO., LTD.

SOLE AGENTS.

ROMAN ROADS.

A Lesson for the Present.

The changes which have come over the planning and construction of great highways, prove that the first builders of roads were the best. The main highways across Europe, many of them still in use to-day, after 2,000 years, remain as monuments to the supreme mechanical genius of the Americans of their day, the old Romans. Not only did they plan their roads on the principle that the straight line is the shortest between two points, but they built them so well that with minor changes, the modern cities of Europe still depend upon them for their communication by automobile.

The English word "road" probably comes from the Old English *rad*, compounded from a verb meaning to ride a horse, while our word "street" comes from the Latin *strata*, a paved way, one of those streets of beautifully matched stones which the modern traveler may still see, with the ruts made by the chariot wheels of the vanished citizens, in Pompeii and Herculaneum.

When the Romans set out to conquer the whole known world of their day, their practical mind came to their assistance, and they built, as the long arm of their conquests spread around the shores of the Mediterranean, permanent highways throughout the empire, primarily for the swift and safe movement of their troops throughout all the countries they conquered. Their first principle was to draw a straight line between their most important camps, a line as straight as the flight of the proverbial crow. The Appian Way, which was begun in 312 B.C., one of their greatest achievements, extended throughout the length of the Italian peninsula from the Forum in the Eternal City itself to Brindisi, from which the legions embarked on their journeys to the East. The pillar set up by Pompey to mark the southern extremity of the great road may still be seen in the modern city.

The Romans built their roads by first cutting parallel trenches through the soil to indicate the width of the roadway, removing loose earth until a solid foundation was reached. Upon this four layers of materials were beaten down, the lowest usually of flat stone, sometimes laid in mortar above which a layer of coarse concrete of smashed stones was superposed. Above this was a layer of finer stones or concrete, on which was laid a surface of fine stones carefully matched. The width of some of their roads was 14 feet, on each side of which were unpaved roadways half as wide again.

These great roads, which spread out fan wise from the great city which gave the empire its name, were kept in repair long after the legions had passed into dust, and influenced, to an important degree, the rise and growth of trade routes and the cities which supplanted the "castra" of the Roman soldiers.

Where Romans Marched. Any one who has motored in France will be grateful to the genius of those old Romans in planning their military roads—later to be repaired and lined with trees by Napoleon for his legions—remembering the tortuous and winding roads of this country which have perpetuated in concrete the wanderings of pre-historic cows of the early American colonists. Wherever the road in Europe straightens out and aims for a distant star, the motorist may be sure that his car is following the path of that great empire of Rome.

If a stream interposed, the Romans built a bridge; if a range of mountains intervened, the road followed the line of least resistance in a grade and took up the straight (and broad) path once more.

Later, building and the growth of cities which clustered as close as possible into tight groups enclosed by a wall obliterated the lines of the Roman roads as they passed through the camps, leaving only winding streets and alleys which followed vaguely the lines of the Roman roads within the camp limits. Invariably laid out at right angles like the streets of a modern city, with the arrival of motor cars, some of these old lanes proved certain death traps in many of the cities of Europe. The traveler may perhaps remember the mirror placed against the walls of a house to show the motorist the approach of a flock of sheep or cattle driven to market through Paris and London.

In Paris, few motorists realize that the long, straight line of the Boulevard St. Michel is the old Roman road to the South, and the

OLD CARS.

Ride in Them "For Interest."

The man who can afford to buy himself a new motor car at every show is fortunate. He is never more than a year behind the fashion, or the designer of the make he favours, whichever is the more advanced. Unless he covers a yearly mileage well above the average he need know nothing of the symptoms of wear and prolonged service. He need only observe the usual precautions for running-in his new car, and he need only adapt himself to the whims of cars which will generally be in good adjustment and condition.

It is otherwise with those who buy new cars to keep, or who do all their motoring on cars of which someone else has had the best. They will be made aware of the gradual decadence of their cars as the miles and the revs take toll of their efficiency. But, by way of compensation, they find their machines full of special interest. That knock, rattle or hum must be located, its cause diagnosed and remedied as speedily as may be, and as economically as possible. A broken spring here, a leak there, or a component which has worked loose will all manifest themselves in ways more or less unmistakable.

Some troubles, not too fundamental, may elude one for months, and when at last found make one kick one's self mentally for obtuseness in not running them to earth sooner. Other troubles are reasoned out swiftly, surely and successfully; the owner goes straight to the cause and rectifies it.

As the years go by fresh units of the car challenge the owner—given sufficient time, no doubt, they all would. Each type of trouble met and surmounted arms one against its recurrence. Obviously, some parts are more susceptible to wear and maladjustment than others, but not all troubles come with the miles. Exposure, habit and chance all have their bearing on the matter, and for that reason a road test of 100,000 miles on a new chassis might fail to induce some latent trouble.

A feature of older cars which might repel some users provides an attraction to others. Depending variously upon the class of car, convenience and ease of operation have not always been what they are to-day, with the result that dignified progress on old cars makes a bigger demand on driving skill.

With these facts in mind, should a prospective motorist be advised to start his career on a new car or on an old one? If he starts on a used car which is put into his hands in good adjustment he will sooner be brought up against those effects of wear and use of which he should be aware. In from three to five years most parts of a car will become due for attention of some sort. He will also be better able to judge from his own experience what he really wants from a car; and his subsequent purchases may be considerably more discriminating than his first.

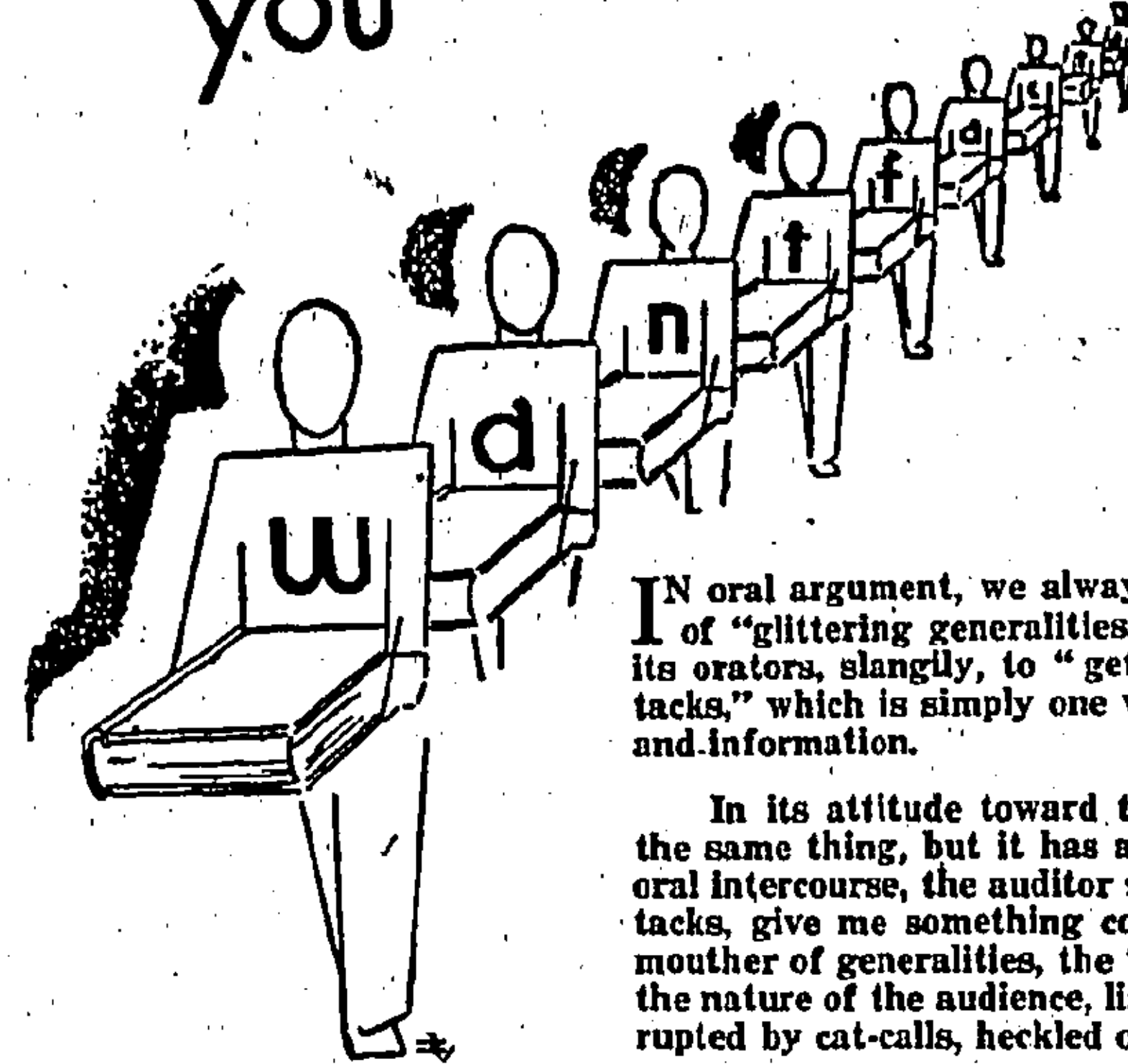
It is good for the industry that most of us should ride in new cars; but old cars for interest.—J. M. in The Autocar.

Boulevard Sebastopol, its continuation to the Roman cities of the North. And the motorist leaving London on the Great North Road passes over a highway laid out by the legions who pushed their conquests as far as the Great Wall. Every road map of England shows tiny dotted lines where, in the course of centuries, in spite of the growth of the villages and the fluctuation in importance of the market towns, the old Roman road still exists, sometimes as a mere cart track, and at others merely a line of hedges, still standing as a monument of the busy life which passed away before even William the Conqueror gathered his armies across the Channel.

The excavations for the huge buildings which London is now substituting for the older ones of a London of rumbling waggons and hansom cabs still turn up remains of the Roman city. A milestone of the Roman road still exists and has been preserved as a venerable memorial of the town which grew along the Thames, centre of long, straight roads leading over moor and heath to the limits of the islands of the fair-haired Angli.

One of these roads, long after its first pagan travellers had passed into the dust of Imperial Rome, came into a new life as the highway over which Chaucer's pilgrims went piously to the shrine of the most famous saint of medieval England, St. Thomas, in the great church in Canterbury.

you



In oral argument, we always oppose and condemn the use of "glittering generalities." The world is always telling its orators, slangily, to "get down to cases," or to "brass tacks," which is simply one way of demanding specific facts and information.

In its attitude toward the advertiser, it is demanding the same thing, but it has a different way of doing it. In oral intercourse, the auditor simply says "get down to brass tacks, give me something concrete." On the platform the mouther of generalities, the "hot air artist," is, according to the nature of the audience, listened to in bored silence, interrupted by cat-calls, heckled or hissed.

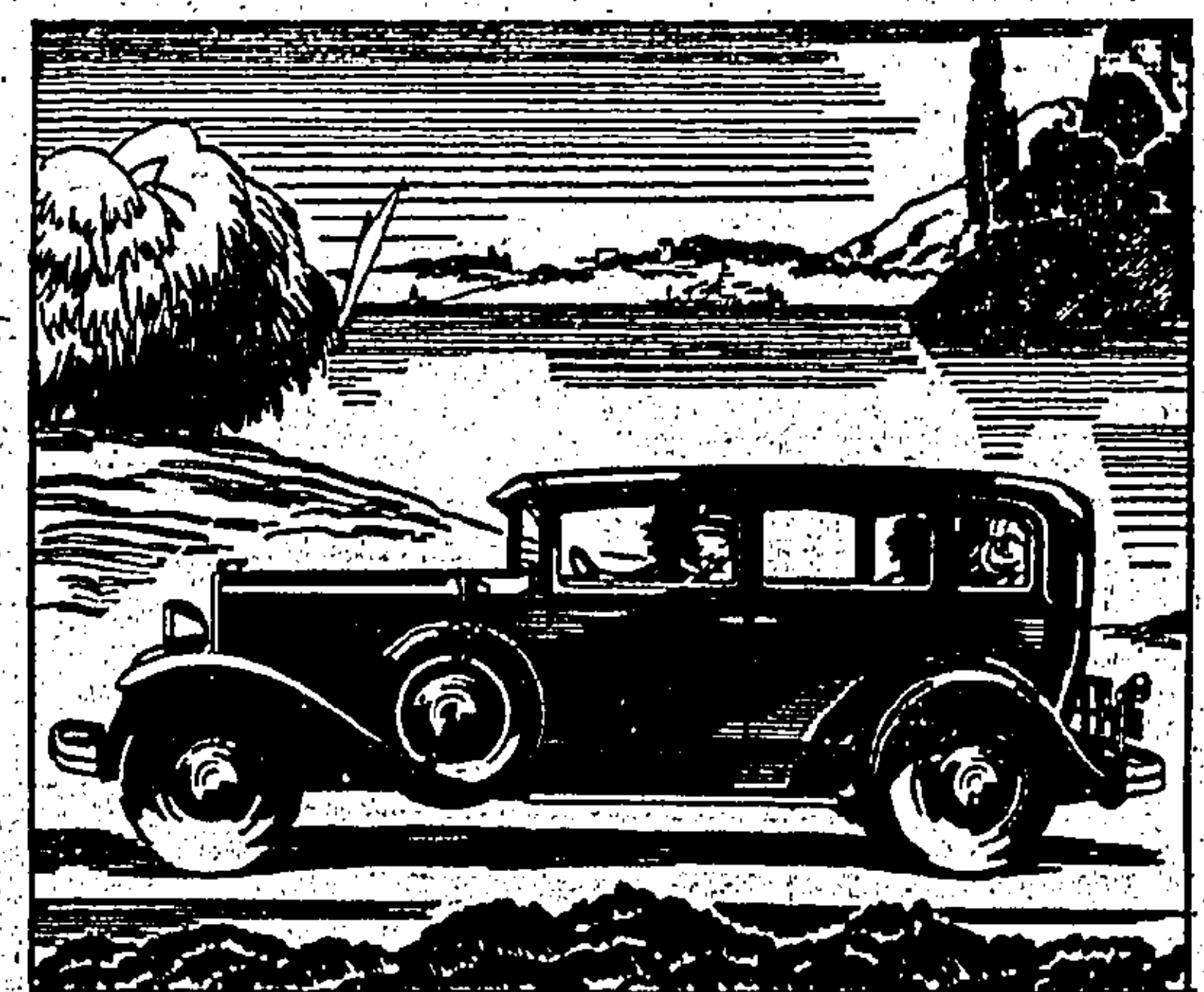
Addressed in writing, the public can not do this. But it does it equally effectively by not reading the advertising, or — by not responding to and acting on it.

In our early efforts to write resultful advertisements it often seemed to us that there was nothing in Gargoyle Mobiloil to distinguish it from cheap, competitive motorcar engine lubricating oil. Lubricating oil is most commonplace; an ordinary product with nothing to make it stand out from a dozen or a hundred similar products. Right there the refiner of ordinary lubricants gets stuck. We find him resorting to more and more extravagant claims, to greater heights of claim, brag and boast, to unrestricted use of superlatives, all expressing nothing but weak generalities.

We prove that the correct grade of Gargoyle Mobiloil is by far the most economical and efficient motorcar engine lubricant. We do not claim — we prove. We do not use "glittering generalities." We do not resort to extravagant claims, brag and boast, but we PROVE by actual test that Gargoyle Mobiloil is by far the most economical and efficient motorcar engine lubricant.

Vacuum Oil Company

A PRIDE OF POSSESSION that grows and grows!



"70"
"77"

Your pride in owning a new Chrysler begins in the knowledge that you are driving a car that is matchless in every phase of performance.

Every drive reminds you how much Chrysler has done to make your motoring more enjoyable—your car more beautiful and more luxurious—more comfortable and more enduring—more convenient in operation and safer.

You find that the new Chrysler Multi-Range four-speed transmission and gear shift introduce an ease of car control never before thought possible.

When you step into a new Multi-Range Chrysler from any other motor car, you will never want to go back. For these latest Chryslers inspire a PRIDE ALL THEIR OWN, a pride of possession that GROWS AND GROWS.

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IMPROVING CARS.

Investigating Inventions

Further testimony to the international character of the automobile was recently made available in a report of the new devices committee of General Motors Corporation, showing that there are examined an average of 6,000 new automotive devices a year, offered to the committee for adoption on General Motors cars by inventors from countries all over the world.

The flood of inventions, coming not only from those countries upon the European and American continents where automotive manufacturing has seen its principal development, but from many countries without automobile factories, hastens the day when the motor car may be truly considered a child of the world and not of any half dozen countries as it was at its inception. In fact, the motor car at the present time has a truly international character, as is witnessed by the fact that the products of 23 countries go into the manufacture of a Chevrolet. Naturally, only a few of the 6,000 devices which the General Motors committee examines annually, are found to be practicable, but the interesting point from the standpoint of the motorist is that the inventive brains of the whole world are beginning to be focused upon the happy task of providing him with an ever better car. General Motors, said Mr. W. D. Hopsan, welcomes these contributions to automotive advancement from whatever source and has set up a definite organization to fully and fairly consider them when they are received from inventors.

The new devices committee was organized as a central clearing house for all inventions submitted direct to General Motors Corporation. Instead of allowing a meritorious device to drift by a devious route through various channels, the new devices committee sees that it goes direct to the person most concerned and with a minimum amount of delay. All kinds of devices are submitted—some of which are very valuable and others that are not technically or economically sound. In order that nothing of merit will be rejected without proper consideration, a very minute inspection is given every device.

The new devices committee is composed of three vice-presidents of General Motors Corporation, representatives of the patent department, engineers from the research laboratories and manufacturing divisions and an engineering and clerical staff. The committee has authority to call upon any of the engineering facilities of the corporation for assistance. The personnel of the committee is such that at least one or two of its members are fully acquainted with the subject matter of any invention submitted.

The corporation is interested in receiving ideas or suggestions relating in any way to the manufacture or improvement of any of its various products. The great majority of devices submitted consist of articles of devices which have been patented, or for which applications for patent are pending, or are proposed to be filed, but frequently a device, article or idea is submitted which is not capable of any patent protection. It is these last mentioned items that the ones upon which no applications for patent have been filed that cause the committee most concern, as frequently in a large organization some one of its employees is working upon or has already perfected a

similar idea, and it is sometimes difficult to persuade the person submitting such ideas that the corporation has not attempted to appropriate it instead of giving him credit. For this reason the committee is not very willing to consider any idea or invention upon which its owner has not at least obtained the minimum of legal protection.

Should an invention be one in which the corporation might be interested—the proportion of such inventions is very small indeed—the inventor is communicated with and, before anything further is done, an agreement is entered into with the inventor clearly setting forth the terms upon which the corporation will undertake its investigation and the compensation it will pay the inventor in the event of its being used.

Usually the inventor focuses his attention on some part of a mechanism with which he is dissatisfied and usually adds a part to correct what he considers a faulty design. Rarely does he subtract something or simplify a part. If his invention "works" he is generally sure that he has discovered something greatly to be desired but the fact that it "works" is not the only criterion of its value. It must meet the demands of production and sales and there is always a big difference between "working" and being able to capitalise it at a profit. His failure to take into account the demands of production and sales and economics in general, sometimes results in an unjustifiable waste of money and labour on the part of the inventor.

A HELP TO LABOUR.
Motor Makers' Arrangement.

An arrangement between General Motors, Limited, and Vauxhall Motors, Limited, became effective in mid week under which all Chevrolet trucks to be marketed in Britain will be manufactured at the Vauxhall Works at Luton, Bedfordshire. Hitherto components for the trucks have been made in America. This will mean the employment directly and indirectly of some 3,000 to 4,000 British workers, with every possibility of an increased number in the near future. For the present approximately 70 per cent. of the cost of a Chevrolet chassis will be made up of British materials and labour, while the complete truck will be in all cases 75 per cent. British. It is hoped that very shortly it will become a 90 per cent. British product.

Mr. C. J. Bartlett, managing director of General Motors, Limited, stated: "Our step can be interpreted as a strong vote of confidence in the future of British industry." The approximate total value of British material employed will be £2,000,000 a year, and the wages at Luton £500,000, while the total investments at Luton in buildings, machinery, etc., exceed £1,000,000.

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BRITISH CARS.

How Manufacturers Can Make Headway.

Of all the colonial and foreign markets, it is probable that India offers the most favourable opportunity of any to British motor manufacturers. In spite of what one hears to the contrary, the average educated Indian still follows the lead of the Briton in matters of western culture. If, then, the British manufacturer can persuade the Briton in India to buy his cars, he will have made an appreciable advance towards capturing a large part of the Indian market. And in this, there are several factors strongly in his favour.

The majority of Britons living in India visit Britain every few years on leave. While there they buy British cars, and consequently acquire a taste for the British car, with its greater comfort and handiness for the owner-driver. Having acquired this taste, one would expect them to purchase a British, rather than an American, car on their return to India. That they do not do so is due to the poor service offered there by the British manufacturer. Before the latter can hope to gain his share of the Indian market he must organise an efficient service throughout the country. At present this is almost non-existent outside the radius of Bombay and Calcutta, as the following experience shows.

A Companion.

Two men, one with a popular British car, the other with an equally popular American, both had the misfortune recently to be involved in minor accidents which necessitated the fitting of new radiators. The owner of the American car telephoned the local agents, who had a new radiator fitted and the car ready for the road again the next day.

Not so with the British car. The nearest agents were in the capital of the province, a good hundred miles away. The owner immediately wired to them to send a new radiator and a competent mechanic to fit it without delay.

He received an answer next day regretting that the radiator would have to be procured from the main agents in Bombay, but that they would send and fit it as soon as it arrived. (This all happened in the extreme north of India.) The car was not ready for the road again for three weeks!

Not Isolated Case.

This is not an isolated case. Time and again one hears the few owners of British cars in Northern India bemoaning the lack of service facilities for their cars after purchase. One never hears them complain of the performance of their cars compared with that of American cars. The complaint is always of the service, and of its inferiority to that which American firms have established.

Admittedly, the Americans have the advantage of a long start—the war years and those following when they had no outside opposition to compete against. But, on the other hand, they were pioneers. They had to feel their way gradually, and it took them many years to build up their organisation to its present pitch of efficiency.

To-day the British firms can take advantage of the spadework done by the Americans, and can aim direct at establishing an organisation equal or superior to that of their rivals. Until they do so they will never make any appreciable headway in the Indian market.—W. G. S. T. in the Autocar.

BRITISH TEST.

13,200 Miles Covered in 16 Days.

The most strenuous officially-observed motor-cycle test ever attempted was brought to a successful conclusion in the Isle of Man in mid week. The machine, British throughout, had been ridden day and night for nearly sixteen days, and a distance of 13,200 miles, equal to exactly 50 Tourist Trophy races, had been completed.

While negotiating one of the famous hump-backed bridges on the Isle of Man, of course, the machine crashed into a car which emerged from a side-road. The machine was badly damaged, but repairs sufficient to enable the test to be completed were effected.

The speed averaged was 34.8 miles per hour, in spite of the fact that the roads were covered with snow and ice more than half the time.

It is estimated that during the test the machine negotiated 35,000 corners and climbed no fewer than 700,000 feet, 24 times the height of Mount Everest.

The successful conclusion of this trial is regarded as a triumph for British motor engineering.

SMOOTH QUALITIES.

Features New Willys Six.

"What doth it profit an automobile to be capable of great speed unless it rides smoothly?" This is the way the Willys-Overland engineers reasoned before they designed the new Willys Six. They designed a car capable of unusual power and speed and they then set out to make it as smooth-riding and as comfortable as possible. The result is that the new Willys Six combines speed and comfort to a new degree.

"The Willys Six really brings a new conception of riding comfort at every speed range. Not only is this comfort and smoothness brought about by the employment of Monroe two-way hydraulic shock eliminators on all four wheels, but it is also the result of the construction of the chassis and the manner in which the engine has been mounted.

"To-day speed is requisite in an automobile," one of the Willys-Overland executives points out in detailing the comfort features of the car. "But unless the modern automobile rides smoothly, unless it is so built that it absorbs to the maximum degree the jolts and jars of the road, high speed loses most of its advantages.

"We have built comfort into the new Willys Six. We have taken advanced steps to eliminate side-sway, added excellent hydraulic shock eliminators and built this automobile so that even under trying operating conditions, it is comfortable and easy riding.

"Another feature of the new Willys Six which is a major factor in its smooth operation is the mounting of the engine. At each point of suspension, it is set in rubber which takes up any engine vibration which is usually transmitted to the frame and thence to the body.

"If all highways were broad and smooth, it would not be necessary to add to the motor car so many comfort features. But the highways of to-day are not all broad and smooth. There are poor roads, hundreds of miles of gravel roads and rocky roads and this new car will perform on any of them.



The Marquette is sweeping to nationwide success with an array of features that distinguish it at once as the most outstanding value in the moderate-price field.

BUILT BY BUICK—The Marquette alone in its class can offer the priceless advantages of Buick engineering, Buick craftsmanship and countrywide Buick service facilities.

PERFORMANCE—Brilliant pick-up—10 to 40 miles an hour in 31 seconds—dashing speed—40 or 70 based miles an hour—and a wonderful blend of smooth, flexible power.

PISTON DISPLACEMENT—The marvelous power plant has a larger piston displacement (218.8 cubic inches) than any car at its price.

ECONOMY—Even with larger piston displacement, this remarkable engine operates in the normal driving range with appreciably lower fuel consumption. Tire mileage is phenomenal. Service needs are at an absolute minimum.

COMPLETENESS—Throughout the Marquette you will find a full complement of the finest features. Nothing but the very best has been good enough!

ROADABILITY—So perfect are its poise and balance that, at every speed, riding qualities and roadability are amazingly superior to those of many cars of much higher price.

UPHOLSTERY—The Marquette alone in the moderate-price class is upholstered with a wonderful new waterproof, dustproof, wear-proof mohair.

ENDURANCE—Buick-built cars are famous for stamina. The Marquette delivers many thousands of miles of brilliant, uninterrupted service over every kind of road.

EXTRA VALUE—Buick's immense resources and great facilities provide in the Marquette extra goodness in every part—extra snap and sparkle in performance—extra value, unequaled at the price.

STYLE—The Marquette is as distinguished in appearance as in performance. Its handsome tailored bodies by Fisher challenge comparison with the smartest cars on the road.

See the Marquette. Take the wheel and discover performance that knows no rival in the moderate-price field!

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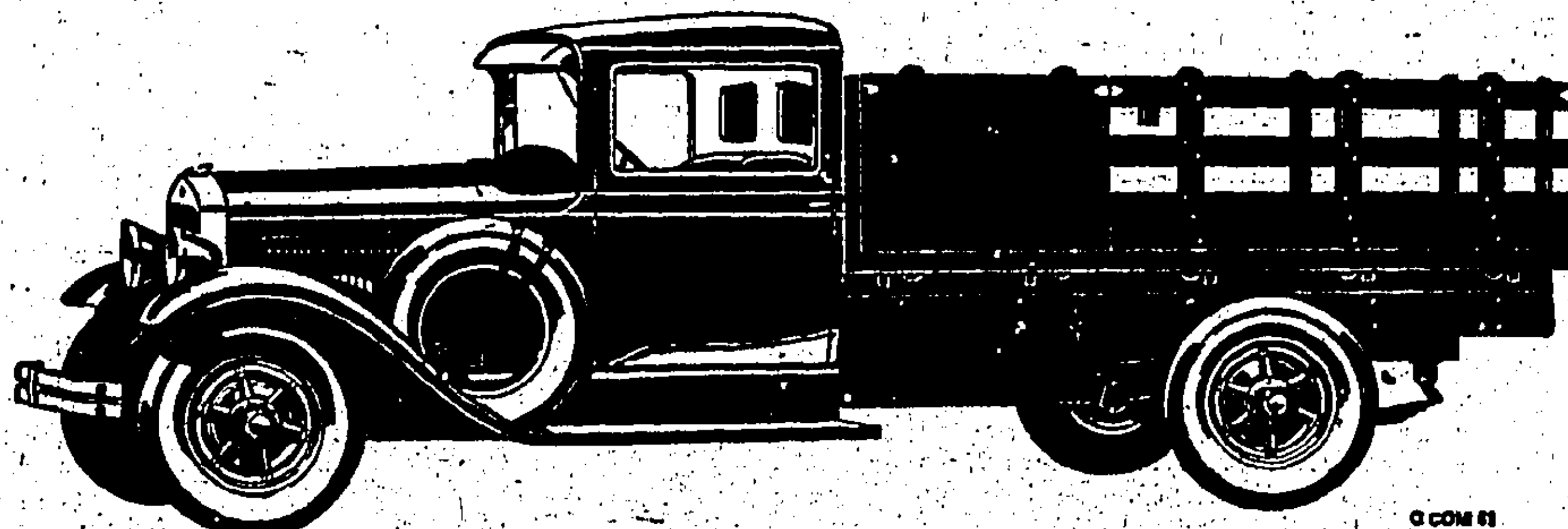
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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

Announcing a new
4000-lb.* capacity
lorry chassis by STUDEBAKER

THIS NEW lorry chassis, engineered and built for 90% of all haulage work, is a masterpiece of rugged construction. It is powered by a Studebaker 6-cylinder engine developing 68 horsepower. The heavy pressed steel frame is securely braced by 7 stout cross members—the front and rear axles are specially built for heavy duty—amplified action four-wheel brakes stop in one-half the distance required by standard safety codes. Ample power for every hauling service is provided by its 4-speed gearbox and low rear axle ratio.

By use of special steels which combine super-strength and minimum weight, Studebaker has produced in this 4000-lb.* capacity chassis a high powered lorry unit which is both economical to operate and exceedingly strong.

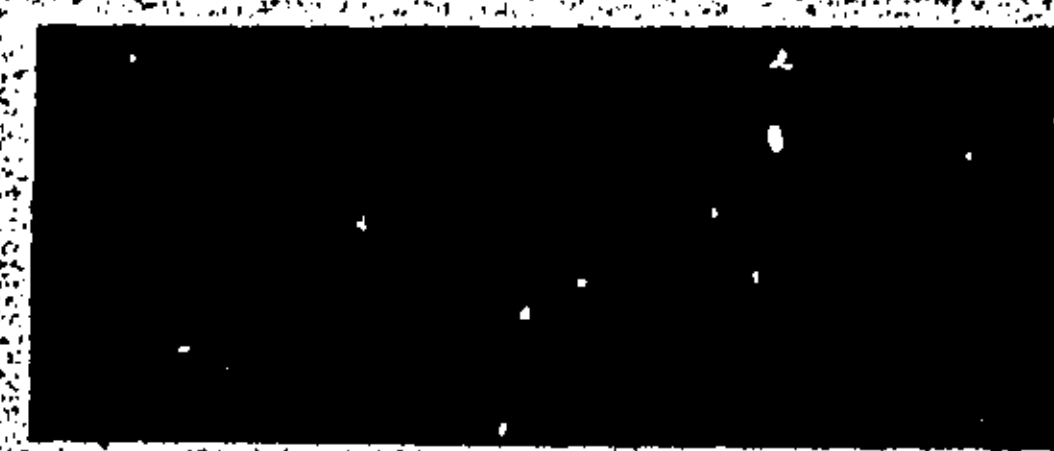
*Plus 300 lbs. additional allowable weight for driver



Chassis and body with flat platform



High frame body for heavy loads



High box body for general hauling

Studebaker does not supply bodies on 4000-lb.* chassis, but on request will furnish plans for local body builders or obtain quotations from American builders

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25 Cents. 25 Cents.

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Thursday, May 29, 1930.
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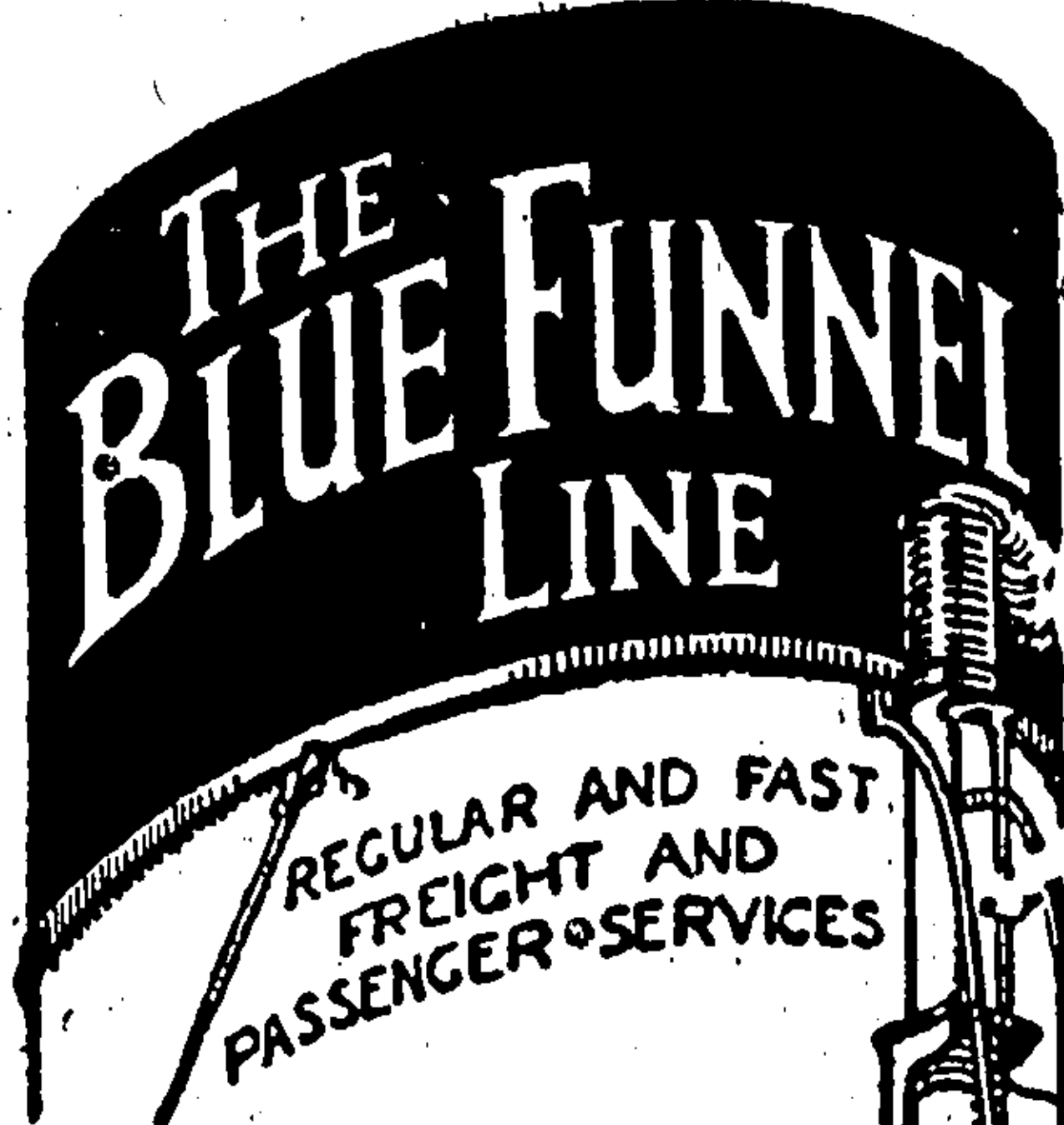
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HONG KONG, THURSDAY, MAY 29, 1930.

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"ANTENOR" Sails 11th June at daylight For S'pore, Mar. & L'don

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RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

List of ships expected to be in wireless communication with Hong Kong to-day:—Chengtu, Hangsang, Royal Prince, Tsang Woo, Malay Maru, Kinzan Maru, Hainan, van Heutsz, Demodocus, Gozan Maru, Tsinan, Awa Maru, and Khyber.

INWARD MAILS

From FRIDAY, MAY 30.

Shanghai (Parcels, April 24) and Straits Khyber
London and Shanghai Hektor
Japan and Shanghai Suwa Maru

SATURDAY, MAY 31.

Shanghai and Swatow Szechuen
Japan Chicago Maru
San Francisco (May 2), Honolulu, Japan—
Shanghai and Europe via Siberia (Lon-
don, May 12) President Harrison
Europe via Negapatam (Letters and Papers,
London, May 1) Jeypore

SUNDAY, JUNE 1.

Manila President McKinley
Manila Empress of Russia

OUTWARD MAILS

For THURSDAY, MAY 29.

Shanghai Liangchow 3.30 p.m.
Samshui & Wuchow Kocho 4 p.m.

FRIDAY, MAY 30.

Bangkok Bhitang 10.30 a.m.
Calcutta via Straits Yuensang
Parcels May 30, Noon.
Letters 1 p.m.
Hatching 1 p.m.

Swatow, Amoy & Foochow Khyber
Straits, Ceylon, India, Mauritius, (Due Marseilles, June 29.)
E. & S. Africa, Egypt and G.P.O.
Europe via Marseilles

K.P.O.

Parcels May 30, 4.30 p.m. Parcels May 30, 5 p.m.
Registration May 31, 9 a.m. Registration May 31, 9.45 a.m.
Letters 10 a.m. Letters 10.30 a.m.
Toursane Chung Kong 5 p.m.

Straits, Ceylon, India, Mauritius, Suwa Maru
E. & S. Africa, Aden, Egypt & (Due Marseilles, June 30.)
Europe via Marseilles G.P.O.

K.P.O.

Registration May 30, 4.30 p.m. Registration May 30, 5 p.m.
Letters 4.30 p.m. Letters 6 p.m.
SATURDAY, MAY 31.
Manila President Harrison 5 p.m.

* Subscribed correspondence only.

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Enterprise Limited, by DAVID CHRISTIAN WILSON,
business manager, at 24, Wyndham Street, Hong Kong.

STUDENT'S LAPSE.

Twelve Strokes of the Cane.

"VERY BAD LATELY."

Wong Wing-kung (16), the student who was yesterday remanded by Mr. A. W. G. H. Grantham on a charge of theft of jewelry worth \$457, the property of Chan Siu-yung, another student living on the first floor of 60 Robinson Road, made another appearance before his Worship this morning.

Detective-Sergeant J. Murphy reported that the accused's mother had come down from Canton and was present in Court.

Mr. Grantham asked her if she was willing to refund to the complainant the sum of \$160, being \$150, the value of a watch chain which had been sold to a goldsmith and had been melted, and \$10 to redeem a pair of jade cuff links which accused had pawned.

The woman replied that she was willing.

The Magistrate: On the other hand, don't you think he ought to get some punishment for this?—Yes.

Do you think the cane would do him good?—Yes.

Would you say he is a good boy?—Lately he has been very bad.

His Worship ordered the accused to receive 12 strokes of the cane.

Mr. Philip Snowden has announced an addition of \$250,000 a year to the State grants to universities in the next five years, bringing the yearly total to \$1,800,000.

FILM INDUSTRY IN COLONY?

MR. LEE HYSAN'S VENTURE DISCLOSED IN COURT.

POSSIBLE SETTLEMENT.

From a case mentioned before the Chief Justice, Sir Joseph H. Kemp, K.C., in the Supreme Court this morning, it was disclosed that the late Mr. Lee Hysan, a Chinese millionaire financier, was interested in a scheme to promote a cinematograph film industry in Hong Kong, but the venture was unfortunately nipped in the bud by the untimely death of Mr. Lee Hysan on April 30, 1928.

Wong Lau-fong, executrix of the will of the late Mr. Lee Hysan, claimed from Lai Pak-hoi the sum of \$6,000 lent to him under two Chinese promissory notes.

The money was said to have been lent by Mr. Lee Hysan in or about December, 1927, as a result of an arrangement made with the defendant for the formation of a company for producing films. Defendant was to provide the apparatus, which the company was to purchase for \$25,000 by the issuance of shares.

The defendant borrowed the money, which formed the subject of the claim, for the purpose of releasing the apparatus from certain claims.

Mr. Lee Hysan, however, was fatally shot on April 30, 1928, and the scheme fell through, and the \$6,000 borrowed by the defendant, therefore, became repayable, and the apparatus which was in plaintiff's possession became returnable to plaintiff.

THEFT FROM CLUB.

Two Electric Fans Annexed.

CULPRIT CAUGHT.

To-day Wong Tsui (18), unemployed, was before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy, charged with the theft of two electric table fans, the property of the Club de Recreio, King's Park, for whom the Secretary, Mr. Fred A. Xavier, appeared.

Accused, who was respectfully attired, pleaded guilty.

Caught Red-Handed.

Divisional Inspector Marks stated that on May 26 a fan was stolen from the Club de Recreio, but this was not reported. However, orders were given to the foks to keep a sharp look out, and yesterday one of the "boys" saw accused leaving the Club with the second electric fan. He was chased and caught. Later, when questioned the culprit admitted that he had pawned one for \$15 at the Yuen Tai Pawnshop.

His Worship raised the query as to why the pawnbroker was not suspicious when accused went to pawn the fan.

"Tale" to Pawnbroker.

The pawnbroker replied that the man, who was respectfully clothed that day, stated that he was a student of the Chin Wo Athletic Association, and that he had been told to pawn the article by his father, as they needed money.

Inspector Marks pointed out that the Club de Recreio was naturally always open, and, therefore, anyone could sneak in and steal something lying about. The two electric fans were larger than the ordinary sized ones, and were different from the type used in local offices. They were also numbered.

Twelve Weeks' Jail.
His Worship passed sentence of twelve months' hard labour, and ordered that the fan which was pawned be returned to the Club on payment of \$15 to the pawnshop.

plaintiff's possession became returnable to plaintiff.

His Lordship said that he understood that the parties would meet a settlement outside of the Court, and he would, therefore, adjourn the case sine die.

Prevent and cure Prickly Heat
Afri-dol Soap

Emil Jannings, the world's greatest dramatic artist in the most astounding role of his career.
EMIL JANNINGS
IN AN
ERNST LUBITSCH
PRODUCTION
"The Patriot"
WITH FLORENCE VIDOR, LEWIS STONE, NEIL HAMILTON
A Paramount Picture
Nathan Rd., Kowloon.
SPECIAL MUSIC AT 6.15 & 9.30 p.m.

AMUSEMENTS

Hailed as a Sensation of Talking Films

IDLE RICH



WEALTH and position clash with poverty in a stirring talking picture drama made from the stage success "White Collar." A Great Human Document

with CONRAD NAGEL, BESSIE LOY.

LEILA HYAMS directed by William de Mille

COMEDY

STAN LAUREL

and OLIVER HARDY

in "The Night Owls"

Metro-Goldwyn-Mayer
ALL TALKING
PICTURE

HEARST METROTONE NEWS

CARNIVAL IN BELGIUM.
American Toreador gored by Bull
Days of old life in California
Wilkin's return from Antarctic.

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

A LOVE STORY THAT WILL TUG AT YOUR HEART.

CARL LAEMMLE presents

JEAN HERSHOLT and SALLY O'NEIL

in **"The GIRL ON THE BARGE"**

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AT 5.30 & 9.20.

PETER B. KYNE'S EPIC OF CALIFORNIA.

RENEE ADOREE

IN **"TIDE of EMPIRE"**

AT THE **WORLD** TO-DAY TO SATURDAY
at 5.15 & 9.20.

At 2.30 & 7.15 Chinese Picture, "THE GREAT SUCCESS."

QUEEN'S NEXT CHANGE

Harry Richman
PUTTIN' ON THE RITZ
JOAN BENNETT
IRVING BERLIN